

Good roads ...

League of American Wheelmen

Copyright 1904

3-11-57
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1 Good

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THE LAW BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, July 3, 1896.

No. 1.



SEE PAGE 7.

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DOES IT PAY?

EDITOR L. A. W. BULLETIN:

A railroad company that charges for carrying wheels is, in some cases, like the dog with a bone, who saw his own shadow in a pool of water and in the effort to get the other bone, lost both. A and B are about to take a trip south, and will train from Philadelphia to Washington, D. C., and return.

The Pennsylvania Railroad charges sixty cents per wheel each way.

The B. & O. Railroad carries them free. The fares are alike and the B. & O. gets the business and twelve dollars for fares.

L. A. W. members who do not want to throw their money away will take the hint.

No. 82,000.

CAR-TRACK NUISANCE.

EDITOR L. A. W. BULLETIN:

The ordinary horse-car track is a miserable affair. It is one of the evils which calls loudest for a remedy. The L. A. W., in its work for the cause of

Some makes of wheels—even "\$100 ones"—make

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being so gracefully hung, nicely adjusted, and running so apparently without effort, cause

EVEN A MONKEY TO LOOK LIKE A MAN.

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201 Woodward Avenue, Detroit.

Good Roads, should take a hand in this. Almost every driver of light or even heavy wagons will bear me out in the assertion that these tracks are an unmitigated nuisance to the driver, a source of infinite damage to ordinary vehicles, and a great hindrance to traffic,—requiring a lot of extra work on the part of teams, and eliciting a lot of swearing on the part of the driver. To the wheelman they constitute, especially in crowded thoroughfares, a constant source of difficulty and danger to himself and of damage to his wheel; for he is unable to cross them with safety at anything much less than a right angle, and especially is this true when the streets are wet from sprinkling or rain. Frequent crossing of tracks is often forced upon wheelmen and drivers by heavy wagons, and especially ice carts whose front wheels do not "cut under," backing against the sidewalks and occupying nearly all of the space between the sidewalks and the tracks.

Many a wheelman has received an ugly fall and has had his machine twisted or smashed by these tracks, and many a wagon has had a wheel ruined or an axle broken by the same cause. The only sensible rail for streets is the grooved rail which is used on some lines. Any vehicle may cross a track of this kind with ease, whether its tires be rubber or iron, its wheels broad or narrow. The streets are made for the use of all, and they should be so regulated as to secure the comfort and convenience of the greatest number. As a matter of right and justice, therefore, the car companies should be com-

pelled to use grooved rails, which may be easily crossed without damage or danger. Nor do I believe that the car companies would be altogether the losers; for, though these rails cost more than the ordinary ones, the ease with which heavy wagons can turn out would obviate a frequent cause of delay. On the other hand, the saving to the owners of horses, wagons and wheels in wear and tear and breakage would be something enormous.

Of one thing I feel assured: that the man or men who succeed in bringing about so desirable a change will not live "unhonored or unsung."

NEW YORK, June 19, 1896.

No. 79,923.

MEET TO THE RIGHT.

EDITOR L. A. W. BULLETIN:

There has been a great deal published lately regarding the importance of keeping to the right when meeting a wheelman going the opposite direction. Most wheelmen, and horsemen also, observe this rule, and some would be insulted if you accused them of laxity in this respect. How many, however, observe it when turning a corner? Frequently I have been on right side of road and a wheel or carriage which could not be seen till it turned the corner has almost collided with me.

When turning to the right they follow the curb, but almost invariably when turning a corner to the left they take a short cut close to the left curb.

Probably no one does this for the few feet differ-

Whose Fault ?

Yours, sir, — for when your damaged Standard Cyclometer reached us, *your name* was not on the wrapper of the package, consequently we could not identify your property; and there was delay until we could ascertain the name of the sender. Otherwise, the exchanged Cyclometer would have gone to you by return mail.

Don't be careless about this little matter. *Write your name on the wrapper of the package*, thereby hasten the sending of the exchanged Cyclometer, and so insure your own peace of mind, and add to the joy of our shipping clerk.

New York Standard Watch Co.

ence between the long curve round to the right side of road, but through carelessness.

Many a fright, and possibly many an accident, would be averted if we could remember to keep to right side of the road when turning a corner, even though it may be a little shorter to cross diagonally.

No. 89,778.

A MIGHTY GOOD THING.

EDITOR L. A. W. BULLETIN:

It can now be accepted as a fact that humanity is divided into two great classes: pedestrians and, shall I say, biklestrians. An overwhelming majority of bicyclists are ladies and gentlemen, and whether on or off the wheel conduct themselves courteously towards others. But there is a minority who are the terrors of the road, and they are so aggressive, so obtrusive and so prominent that unfortunately they have impressed the minds of non-riders with the idea that wheelmen *always* run amuck, scorching with head down and eyes fixed on handle bar, oblivious to everything except their miles per hour.

Considering it now time for the better element to assert itself, and to announce that bicycling and gentlemanly conduct can and do travel together, a Brooklyn club, the "Whirling Dervishes," pledged themselves when entering the rotating ranks as follows:

"As a 'Whirling Dervish' and a wheelman

recognizing the rights of others, I pledge myself

"To discountenance scorching, and rough and careless riding.

"To be courteous to pedestrians, granting them right of way.

"To obey the rules of the road by turning to the right on meeting, and turning to the left on passing any other vehicle."

This is a simple pledge, indeed, and yet if all riders were to take it and keep it, would n't things be just heavenly on roads and streets?

We do not object to rapid riding. In fact, many of the Dervishes have whirled off centuries and rapid miles, but we hold that there is a place and time for all things, and that above all is a due regard for others, whether mounted on foot, wheel, horse, camel or elephant.

What think you? Would not a somewhat similar declaration of principles from other clubs throughout the country bring about a better and more friendly understanding between bi-cyclers and bi-pedestrians?

Salaam Aleikoum! Oh! Editor.

No. 41,552.

HARD tires make hard riding.

TOMORROW it will be interesting to feel the cannon fire-cracker shake the earth and watch the sky rocket.

"THERE 's a wheel in the window for thee."

IF THE man who drives the sprinkling cart would do his work by some intelligent rule, instead of by the day, folks would hate him less.

THERE is many a sprinkling cart that is a need-less leak in a city's treasury.

IT's a poor road that won't work both ways. Cut down the grades.

WE DON'T mind it if a hill is low-browed.

IT's of no use to, when you get to the hill, stop and wish you were at the hill's top.

THE buy-cycle craze pleases the dealer in wheels.

WHERE a few buy tricycles, hundreds try bicycles.

GOOD roads are at the bottom of the transportation question.

Don't ride your wheel unto your sorrow.
But ride so you may ride tomorrow.

IT is a real consolation to know that if the dog stays in the manger long enough he will starve to death.

Necessity was the mother of safety bicycles.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL
DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY



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Editor: STERLING ELLIOTT.

Associate Editor. . . . NIXON WATERMAN.

JULY 3, 1896.

ANOTHER LAP.

This number marks the beginning of a new volume of the L. A. W. BULLETIN, which an enthusiastic wheelman writes is "the only cycling paper in the world that is read and re-read, cussed and discussed, berated and bound for future reference."

We feel that we can afford to be reasonably honest on this occasion. A few dull and narrow persons have criticised the L. A. W. BULLETIN. Many bright and broad minds have commended it. The former have always been given a respectful hearing in its columns. The latter have been prevented from getting into print because of the excessive modesty of the editors.

Chief consuls of some of the most important divisions of the League have said "the L. A. W. BULLETIN is the most forceful factor we have for inducing new members to join and old members to remain in the League," but, as a matter of course, we are too modest to print any such things.

During our management of the paper we have become impressed with the fact that there is a tremendous amount of splendid editorial ability going to waste throughout this broad and somewhat lengthy land. Beyond the peradventure of a doubt we can prove by letters received and now on file that there are lawyers, blacksmiths, preachers, market-gardeners, college professors, insurance agents and bartenders in almost every State in the Union who know *exactly* how the L. A. W. BULLETIN should be edited and conducted.

We wish we felt that way about it, but we don't. Being at the storm centre of information regarding the many currents of opinion, we are often at sea, so

Total number printed this week, 61,500
Sent to paid Subscribers, 56,832
Samples to Advertisers, Exchanges, etc., 4,668

to speak. We do not know what is just the best thing to do. We try to get light on points that seem obscure to us.

Thousands of wheelmen have offered good suggestions which we have presented in one form or another. Some others have said they could tell us how to run the paper but they forgot to inclose the recipe along with their criticism.

We feel sure, if not another editor is born for the next fifty years, the present supply of newspaper ability will remain unexhausted.

Oh, but it's just too easy!

And so here goes for another volume, and in the language of the Western editor whose entire salutory consisted of the sentence, "We're going to monkey with this paper for a while," we turn over a new leaf with the sincere hope that the L. A. W. BULLETIN will continue to be recognized as a journal not specially edited for waste-basket purposes.

Here's wishing us all good luck!

YE KICKER AND YE KICKED.

All men may have been "created equal," but the hard knocks incident to the rush for daily bread have peculiar effects on different people. Some are born into fortunate circumstances and can afford to be calm and good natured and deal in the sort of answers which turn away wrath, while others contain a larger proportion of "gall and wormwood," especially gall. A certain secretary-treasurer wrote the following reply to a letter, the nature of which we must infer:

DEAR SIR:—I have yours of recent date relative to the Division button mailed you. I am sure that you are right in saying that "anybody would say they are rank." This is indicated from the fact that though the buttons were designed only about two months ago, about two-thirds of the entire membership in the State have ordered them.

You ask why we do not "get up something decent." Now I am going to let you into a secret. Many of our members are afflicted with heart disease, owing to excessive riding. Of course I know that twenty-five cents ought to buy an eighteen carat gold pin with a diamond setting, but L. A. W. members are so accustomed to being annually robbed of the sum of \$1.00, without the slightest returns, that any other form of treatment would probably cause many of them to fall dead.

If you will return that button I will esteem it a personal favor, and will take great pleasure in returning to you the twenty-five cents, plus the cost of postage on your two letters and the expense of remailing.

The party who received the above letter forwards it to the L. A. W. president and calls for an opinion, which is as follows: That had the recipient of the pin been given the advantages of an early training, and if that training had been supplemented by a fairly active intelligence, together with a more or less intimate association with human people, he would have dropped a courteous postal card to the secretary-treasurer in question, saying that he was

**WHAT'S
IN A
NAME**

THAT SPIRAL

Name Plate tells you the kind of bicycle you ought to own. Any Clipper dealer will tell you the price you ought to pay. Any New Clipper rider will tell you what he thinks of New Clippers, and you can believe what he says. He is not paid for his opinion, nor is he paid to suppress any defects. If you own a Clipper you paid the right price in the first place. We did not charge you a premium of \$10.00 or \$20.00 for the privilege of buying early during the rush. Clipper prices are the same now as ever. They are the right prices; that's the reason.

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GRAND RAPIDS, MICH.**



America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

dissatisfied with the pin, and asking that he might return it. Then he would have received only the last paragraph of the letter.

Verily no man was ever blamed for being a gentleman.

LET US CELEBRATE.

Every patriotic citizen of this glorious starred and striped land is expected to do more or less boasting on the Fourth of July.

It's our day to howl. We whipped England and we are still "rubbing it in." The fight occurred some years ago, but the victory is as fresh as ever.

In a general way we utilize the day as an object-lesson in patriotism. We waste more powder each Fourth of July than our forefathers used in the whole war of the Revolution. All this done for the benefit of those who were not old enough to take part in the original fuss.

The forefathers fought for the freedom of the colonists. The League of American Wheelmen is fighting for the freedom of men, women and children. It would give to everyone the winged steed, the bicycle, that it may bear them from the prison walls of narrow and distressing environment, and the blight of circumscribed thought, out into the fairer fields of sunshine and the broader skies of hope. It would free the thousands of miles of highway from the blighting grasp of King Mud that, like an armed monster, stands in the pathway of pleasure and prosperity.

At this season of boasting it will seem the more pardonable for the friends and well-wishers of the League to "point with pride" to the splendid achievements of the organization.

Many of the writers of the past have told us that "comparisons are odious." Here are some regarding the growth of the League of American Wheelmen that are not odious, but, on the contrary, make pleasant reading for all concerned.

Applications :

June, 1894	1,494
" 1895	3,991
" 1896	6,987

Applications published in the months of April, May and June:


1894	3,856
1895	11,234
1896	21,480

Boom! Buff!! Bang!!! Let us celebrate.

A CHARACTER INDICATOR.

If you wish to obtain the key to a person's real character and disposition find out what he does during his leisure moments.

The exigencies of living make it necessary for most people to be employed at about the same general classes of work, and during about the same number of hours each day. During the working hours men appear to be very similar, one to the other, and to perform their duties very much as the



Sterling Cycle Works

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Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Gales,
302 Broadway, New York.

many wheels, large and small, in a great machine do the service designed for them.

"After the whistle blows" or the gong sounds, or the office is closed, the real man asserts himself and, for the time being, does about as he wishes.

If you were an employer of men, some of whom were in the habit of riding properly and restfully on their bicycles during their leisure hours, would you feel worried about their ability to do good work with mind and hand and heart?

Can you think of a more beneficial way in which they could tone up their nerves and muscles? And would you not have an abiding faith in a man who, when left to himself to do just as he likes during his leisure moments, prefers to enjoy a health-giving spin among the fair scenes of park or field? As a matter of course, if he is a "scorcher" and rides to the distress of himself and the general public, he belongs to quite another class.

He who loves to commune with the good and gracious scenes of nature is not at heart a bad man. To ride a wheel properly and restfully is the best possible way in which to spend leisure moments. It is good medicine.

He who plays to the best purpose can work to the greatest advantage.

Bring to your work refreshed muscle, new and beautiful thought and a clear conscience.

These are obtained by the proper use of the bicycle.

THE LEAGUE COLOR.

A communication was published some weeks ago, in which a correspondent suggested that the League's official colors should be red, white and blue instead of royal purple. A considerable number of letters endorsing the suggestion have since been received, in one of which a correspondent thinks a red, white and blue ribbon with white stars in the blue stripe would be the right thing. We have taken his suggestion and added the League emblem and the words "Good Roads" to it as represented on the front cover page, and the same is offered for the consideration of the League.

A NEW "FOURTH."

There used to be a mistaken notion, entertained by the people of this land, to the effect that the Fourth of July is celebrated to commemorate something or another that happened somewhere, sometime or another. This rumor is being exploded.

It is now almost definitely known that a Chinese firecracker syndicate gives our president a rake-off every year for inducing the people who have money to burn to take a day off for the purpose of igniting millions of dollars' worth of fire-works.

"They say" that the influence of the bicycle, that has been felt in nearly every channel of trade and phase of society, will result in greatly decreasing the amount expended for fireworks. Thousands

...NATIONAL...
MEET  **L.A.W**
 AT LOUISVILLE, KY.
August 10 to 15, Inclusive.

THREE DAYS' RACES — \$3,000 IN PRIZES
REDUCED RAILROAD RATES
ROYAL KENTUCKY ENTERTAINMENT

 Information about everything
 if you will write to
'98 MEET CLUB,
 Room 1, Board of Trade Bldg., Louisville, Ky.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
 CATALOGUE TELLS ALL ABOUT
 OUR QUICK-REPAIR TIRE — OUR
 STANDARD FOR 1896.

 FULLY INFLATE BEFORE INSERTING REPAIR TOOL
MORGAN & WRIGHT
 CHICAGO

of men and boys who formerly spent the day and night in buying and burning firecrackers will now employ the holiday in making an extended tour in the quiet interior of the country. Every hour spent on the wheel deprives them of that much time for burning and wasting.

The old-style Fourth was intended to call all the people together into a concentrated, perspiring mass. With the multitudinous wheel at hand the tendency will be to disperse and scatter the populace throughout the fresh fields and whispering woods.

The new-style Fourth will offer babbling brooks and breezy dells in place of the noise-shattered, powder-stained, thickly-gassed atmosphere that formerly were characteristics of the day.

Shall we be less patriotic because we love beauty more than blare, peace and poetry more than powder and pandemonium? Be that as it may, thousands of good and loyal citizens will on tomorrow be thankful that they possess the wheel, that new emblem of physical, moral and spiritual freedom on which they may happily flee "far from the madding crowd's ignoble strife" to the good and gracious calm of the country, where "silence, like a poultice, comes to heal the blows of sound."

Here's hoping every wheelman and wheelwoman may enjoy a happy, hopeful, helpful, healthful Fourth.

THE race is n't always to the swift. Sometimes it's money makes the mare go, and then again —

THE NEW YORK CYCLE SHOW.

There seems to be a difference of opinion between the National Cycle Board of Trade and the manager of Madison Square Garden as to which is the "best man." It seems that the Madison Square Garden is in the market for any sort of an entertainment and that the price is one thousand dollars per day, but when the National Board of Trade desires to hire it for a week's cycle show they are refused, for the very obvious reason that the cycle show has been a popular thing and will probably be profitable to its manager.

In view of the fact that the bicycle show is a very expensive and somewhat doubtful means of advertising, and that nearly every bicycle manufacturer would be glad to abandon it, it would seem that here is an excellent opportunity to "wind it up."

Years ago, when the bicycle was a curiosity, cycle shows were perhaps desirable. At present there is no excuse for them. The Cycle Board of Trade can do doubt put an end to the whole business if it will. If it cannot, it has not the power that it should have.

FOUNTAIN FERRY TRACK.

At Louisville, is to be lighted by electricity during the National Meet, so that races may be run in the evening, if necessary.

IN SEEKING advice it is well to have a square man 'round.

Room 56, Equitable Building,
BOSTON, May 22, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,791 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The New York Belting and Packing Co., Ltd.
The Revere Rubber Co.
The Boston Woven Hose and Rubber Co.
The Diamond Rubber Co.
The New York Tire Co.
The Hartford Rubber Works Co.
The Mechanical Rubber Co. of Chicago.
The F. E. Goodrich Co.

The Newton Rubber Works.
The Hodgman Rubber Co.
The Kokomo Rubber Co.
The Hartford Cycle Co.
The Mechanical Rubber Co.
The Peoria Rubber and Mfg. Co.
The Indiana Rubber and Insulated Wire Co.
The Ideal Rubber Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

A SUIT has been brought under the Tillinghast patents against an infringing manufacturer in the United States Circuit Court of Massachusetts, and other suits will shortly follow in the several circuits of the country.

DON'T ASK THEM TO JOIN.

The best friends of the bicycle are those who ride it for the pleasure of the exhilarating exercise it affords, and the enjoyment of the happy and multifarious surroundings with which it brings them in touch.

The golden-haired, bound-to-have-folks-notice-me patrons of the wheel are its foes. Those who use it for exhibition purposes on the boulevards do much to prevent "the better element" from riding the gracious vehicle.

The members of the League of American Wheelmen have a double mission to perform. They have been urged to induce people to ride the wheel and to join the League. Through their efforts many thousands have been led to mount the winged steed, and to become associated with the organization that has done so much to make the highways of the nation real paths of pleasure where once they were ditches of distress.

This good work of reformation must and will go on; but there is another mission to perform. There are those whose presence is a regret and whose help is a hindrance.

The League of American Wheelmen has aspired to be an organization of gentlemen and ladies. It does not wish "sporty," "freaky," "woozy" folks in it. The self-respecting members of the League should do all they can to keep them out. Advise them to not ride the bicycle. Tell them it does not

harmonize with their complexions, and that it won't be a good thing for their health. If they *will* ride the wheel, don't, by any manner of means, do anything to induce them to wear the badge of the League.

When such persons do get into the League it should then be the purpose of the members to do a little home missionary work of a reformatory character. Give them to understand that "dizzy dazzlers" and "tiffy-toughs" are quite out of place in this, one of the most respected and respectable organizations in the world. "Call them down" when they do things that reflect upon the good standing of wheelmen in general and themselves in particular. In no way can you better serve the best interests of the League. A pleasant company of wheelmen differs from "a gang of bikers" as greatly as does a bevy of bluebirds from a flock of crows.

Do not pray to have your enemies destroyed. Seek to have them reformed; but if you see no hope of reformation try to keep them off of wheels and out of the League.

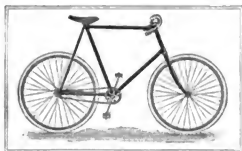
Thus far the League has happily maintained the good name that was given it at its christening. Don't let it become contaminated by dizzy, whizzy people with whom the good friends of the League do not care to be classed.

Woolen stockings are just as good as silk stockings in the League, but a good deal depends on how the stockings are worn.

See?

\$100

\$100



Union Crackajack II

will stay at these figures until the ingenuity of man enables us to economize in their manufacture without lowering the quality or stealing the stock

UNION CYCLE MFG. CO.

Boston

Highlandville

Pittsfield

Select Cycle Tours

New York to New Hampshire.

Agreeable to the request in your issue of 19th, and as it may be of interest to some of your readers, I take pleasure in mentioning a trip I made on a bicycle last year from Keene, N. H., to New York city.

On leaving New York, would suggest to keep along the Hudson, passing through Yonkers, Tarrytown, etc., to Fishkill. Then strike east from the latter place, and pass Hopewell Junction to Amenia via the Harlem Railroad; thence to Sharon, Conn., and through Ashley and Sheffield, Mass.,—the latter a beautiful village, noted for its large and umbrageous trees, which are particularly noticeable to a stranger; thence to Great Barrington, Stockbridge, Lenox and to Pittsfield. The ride through these last-named places is amid the picturesque scenery of the Berkshire Hills, passing many fine country seats of noted New Yorkers.

It would be advisable in going through these places to make detours, especially around Stockbridge and Lenox, and in so doing one could obtain an intelligent idea of the charming scenery of western Massachusetts. At Pittsfield take cars for

MERIT WINS.

Rubber can be cheapened by adulteration only. Adulterated rubber is hard, unyielding, cracks readily, and soon wears out. The tire makes the wheel.

The . . .

HODGMAN SINGLE TUBE TIRE

improves any wheel.

"It's made of Rubber."

The country loses its charm, when, 20 miles from home you have your bicycle on your hands—or shoulder.

The "Hodgman" is the favorite both East and West.

MERIT WINS.

Hodgman Rubber Co.,

459-461 B'way, New York.

Atwood Building, Chicago, Ill.

135 Essex Street, Boston, Mass.

Chester, and so avoid crossing the Hoosac Mountains.

One can wheel from Chester, following the river through a beautiful and wild country to Westfield, and then to Springfield, keeping this side of the river and not going into Springfield proper unless desired, but keep along the Deerfield Valley through Holyoke, Northampton, Deerfield, Greenfield to Northfield,—the latter the home of Evangelist D. L. Moody, and certainly a very pretty spot. After that pass on to Swansey, the home of Joshua Whitcomb, and where the scene of the "Old Homestead" is laid, to Keene, N. H.

I did not borrow trouble as to where I should stop nights. Before dusk, if I saw a desirable farmhouse, I would apply there, or put up at a hotel if in a village.

RICHARD H. JACKSON.

Lakes George and Champlain.

A most interesting tour, to take in Lakes George and Champlain and the Berkshires, is as follows:

If one is pressed for time, the midnight train on N. Y. Central can be taken to Albany; take train on D. & H., Albany to Lake George. Steamer leaves Caldwell about 10 A. M., and arrives at Baldwins about 12.30 P. M.; dinner on boat. Wheel through Ticonderoga and Crown Point to Westport on Lake Champlain; the road is near the lake much of the way. Retrace your route early in the

THE ALLWOOD

Simple in Construction.

Neat, Strong and Durable connecting parts.
Aluminum Nickel Alloy.
Bearings and fittings same as a Hundred Dollar Wheel.

Price per Frame, \$16.00.



Build Your Own Wheel

A COMPLETE HIGH GRADE WHEEL, \$50.

Agents Wanted Everywhere.

Also Headquarters for
Wood Handle Bars, Rims,
Mud and Chain Guards.

We can quote Special Low
Prices. Correspondence
solicited.

Send for Catalogue.

Allwood Cycle Co.

Canarsie Grove,

LONG ISLAND, N. Y.

World Cycles

... HAVE WINNING WAYS ...

European Mile Record broken by **John S. Johnson**,
from 1:52 2-5 to 1:46 on 5-lap track.

Ray McDonald won the Mile International at Brussels; also, Mile Open, at Bordeaux.

George Rupert won the Mile Collegiate Championship; also, lowered the Two Mile Collegiate record at Harvard.

Jay Eaton won 14 firsts, 3 seconds and 3 thirds, at Chicago Indoor Meet; he also lowered the Mile and Half Mile World's Records for Indoor Track.

AGENTS:

They are Easy Sellers—We can Deliver Quick.

ARNOLD, SCHWINN & Co.

CHICAGO, ILL.

morning to Port Henry, and take first ferry, leaving about 7.30 A. M., to Chimney Point, in Vermont. It would pay to stop at the fort at Crown Point on the way,—ferry will leave you there if you wish,—thence via Bridport to Middlebury. A small portion of the road is rough and hilly. You can take an early dinner at Middlebury, thence via Brandon to Rutland or Wallingford. Good hotels at both towns. From Middlebury to Wallingford the road follows Otter Creek, one of Vermont's largest rivers. Southerly, from Wallingford through Danby and Dorset, the valley is narrow and roads good. Manchester is a good place for dinner and Bennington for the night.

The next day's run is the gem of the tour. For a few miles out of Bennington there is a gradual ascent, but the coast from Pownal to Williamstown repays for the earlier exertion. From Williamstown, the lower road to South Williamstown, then a long gentle incline through New Ashford, where all the voters get offices, to Pittsfield. The ride from Pittsfield to Lenox, Stockbridge, Great Barrington and Canaan is the finest, and is too well known to require description. The stop for the night should be at the Red Lion Inn at Stockbridge. Norfolk can be reached for dinner, and some point in the Naugatuck or Farmington valleys reached in time for a late train home. The tour as above outlined can easily be made in five days, though a week would be none too long if the beauties of the scenery are to be fully enjoyed.

This is in answer to your request for tour from New York. If one has abundant time the wheel will, of course, be used up the Hudson via Saratoga and Glens Falls to Lake George. The hotels are nearly all good and an average rate is \$2.00 per day. This tour combines the lake and mountain scenery and good roads, and is fully as interesting as the White Mountain tour which is much more frequently taken.

W. H. S., No. 2,410.

New York to Washington.

Mr. James B. Townsend's article, entitled "Popular Cycle Tours, New York to Washington," in the BULLETIN for May 22, 1896, leads me to briefly state my experience on a similar trip made last September.

Starting from Plainfield, N. J., a suburban town of New York City, twenty-four (24) miles distant by rail, and between which place and the metropolis the roads are of the best macadam, the route through Metuchen, New Brunswick, Kingston, Princeton and Lawrenceville to Trenton takes one over excellent roads, with but few hills and through a beautiful section of country. From Trenton my friend and myself road down Warren street and crossed the Delaware, over the toll bridge into Pennsylvania. All the way from Trenton to Philadelphia, about thirty (30) miles, the riding is good.

A path runs along the roadside for almost the entire distance, smooth and hard enough to permit fast riding, and leading into the macadam portion of the thoroughfare known as the Bristol Pike. From Philadelphia on to Baltimore we attempted to follow the route given in the Road Book of the Maryland Division of the L. A. W., and designated therein as "Route 29." Going down Market street, we found the thirty-mile ride to Westchester to be a delightful morning spin. Wheelmen stopping at Westchester for substantial refreshments will find good accommodations and an excellent meal at the "Green Tree Inn."

The eleven miles between Westchester and Kennett Square is over a fair road; but from the latter place to Oxford, sixteen miles, cycling ceases to be a pleasure. It is only fifty-five miles from Philadelphia to Oxford, and although we pedalled at a steady pace all day, the sun was setting when we pulled up at the "Oxford House." Sand and hills without number make progress very slow and exceedingly wearisome. The Road Book gives the road as "clay," but it is the softest clay I ever saw.

The roads from Oxford on to Baltimore are abominable, on the whole; there are a few good stretches, but sand and hills, with but scarcely any side paths, predominate. When we got to Brick Meeting House, six miles from Oxford, the "old residents" of the locality gave a most discouraging report in answer to our inquiries as to the condition of the road to Belair, and advised us to go to Perryville. Here we took the train over the Susquehanna to Havre de Grace; we walked about half of the five miles from Havre de Grace to Aberdeen, Md. It was just noon, and Baltimore was thirty miles away by rail. Careful inquiries gave an absolute assurance that we could not reach Baltimore without performing six hours of hard, hot and dusty work, over sandy and scarcely passable roads, and so we took the train. The Road Book is misleading in stating clay roads in that vicinity. We did not follow the route given, from Buck Meeting House, through Port Deposit, Churchville and Belair, because all the information and accounts given us as to the condition of these roads were that they were very poor.

At Baltimore several of the prominent wheelmen said they would n't ride to Washington unless paid to do so. Every one we asked said that the road was such that few wheelmen road it except as a matter of business. We were much surprised to find that the capital of this great Republic and the chief city of Maryland, with a population of half a million, were not connected by good roads, or even a path. There is work here for the Maryland legislators and the wheelmen. The two great cities should be linked with smooth macadam,—at least with a cycle path.

Were I going to Washington again by wheel, I should certainly follow the route laid down in Mr. Townsend's article.

HARRY L. MAXSON, No. 81,035.

PLAINFIELD, N. J., June 20, 1896.

BELLS.

BY M. B. PEARCE.

Hear the bells, bells, bells—cycle bells!
How they jingle through the air,
Tinkle, tinkle everywhere;
O, what jolly, merry notes
Ripple from their silver throats.

Ring, ring—peal, peal—
See the flying steeds of steel;
All the boys are bold as men,
All the men are boys again;
Wheeling sets a scorching pace
For the plodding human race.

Hear the bells, bells, bells—mellow bells!
Ringing early, ringing late—
Wheeling antics never wait;
All the world is cycle-mad,
Kidding fashion's daring fad.

Peal, peal—ring, ring—
Every rider is a king;
O, what dignity they feel
When they mount the dizzy wheel;
O, what grace and valor meet
On an airy cycle seat.

Hear the bells, bells, bells—weary bells!
See the noisy, rushing throng
Challenging the trolley gong;
Cycles have the right of way,
Everywhere and every day.

Ring, ring—peal, peal—
Don't you hear the clanging wheel?
Never was there such a din
Since the earth began to spin—
Since she made her primal run,
In her orbit round the sun.

Hear the bells, bells, bells—rival bells!
See the vaulting heroes spring;
Hear the danger-signals ring;
Bluster, bluster, off they go,
In a reeling, wheeling row.

Peal, peal—ring, ring—
How the buzzing tires sing;
Nothing spurs to fearless deeds
Like these fragile, agile steeds;
Courage never wanes or sleeps
While the flying courser leaps.

MASSACHUSETTS L. A. W. SUMMER MEET.

Will be held at Cottage City, July 23, 24 and 25. Special excursion rates on railroad, wheels as baggage, fireworks, races, coasting matches, swimming match, base ball, torch light parade, etc. A big time is expected. Also members from other States will be heartily welcomed.

OLD TIMERS AT LOUISVILLE.

Lovers of the antique will be interested to know that there will be a reunion of the "old vets" at the Louisville meeting, Aug. 10 to 15. The spectacle (not the ones worn by the secretary) should be an imposing one. And to think that these "back numbers" are really "just as young as they used to be" makes it seem probable that they may be allowed to enter the parade even though they don't have two "uniforms" alike.

Good Roads Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.

Palmer... Tires

Are more easily mended than other tires, and the
repairs are permanent

In the event of puncture, a plug is inserted, without
letting the air out of the tube. In a double-tube tire
the inner tube must first be removed from the outer
casing—an undertaking impossible for anyone but an
expert. But a child can repair a PALMER TIRE.
Palmer Tires are expensive, but they are the most
durable

"Wheel and Tire," containing all official
American bicycle records, will be mailed to
any address for one two-cent stamp.

The Palmer Pneumatic Tire Co.
CHICAGO.

MAUD MULLER.

Maud Muller, on a summer's day,
Mounted her wheel and rode away.

Beneath her blue cap glowed a wealth
Of large, red freckles and first-rate health.

Singing, she rode, and her merry glee
Frightened the sparrow from his tree.

But when she was several miles from town,
Upon the hill-slope, coasting down,

The sweet song died, and a vague unrest
And a sort of terror filled her breast—

A fear that she hardly dared to own,
For what if her wheel should strike a stone!

The Judge scotched swiftly down the road—
Just then she heard his tire explode!

He carried his wheel into the shade
Of the apple trees, to await the maid,

And asked her if she would kindly loan
Her pump to him, as he'd lost his own.

She left her wheel with a sprightly jump,
And in less than a jiffy produced her pump.

And she blushed as she gave it, looking down
At her feet, once hid by a trailing gown.

Then said the Judge as he pumped away,
"Tis very fine weather we're having to-day."

He spoke of the grass and flowers and trees;
Of twenty-mile runs and centuries;

And Maud forgot that no trailing gown
Was over her bloomers hanging down.

But the tire was fixed, alack-a-day!
The Judge remounted and rode away.

Maud Muller looked and sighed, "Ah me!
That I the Judge's bride might be!

"My father should have a brand new wheel
Of the costliest make and the finest steel.

"And I'd give one to ma of the same design,
So that she'd cease to borrow mine."

The Judge looked back, as he climbed the hill,
And saw Maud Muller standing still.

"A prettier face and form more fair
I've seldom gazed at, I declare!

"Would she were mine, and I to-day
Could make her put those bloomers away!"

But he thought of his sisters, proud and cold,
And shuddered to think how they would scold

If he should, one of these afternoons,
Come home with a bride in pantaloons!

He married a wife of richest dower,
Who had never succumbed to the bloomers' power;

Yet, oft while watching the smoke wreaths curl,
He thought of that freckled bloomer girl;

Of the way she stood there, pigeon-toed,
While he was pumping beside the road.

She married a man who clerked in a store,
And many children played round her door.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

Popular with all who appreciate
superiority in bicycle construction.

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night
With the "Search-Light"
— is a pleasure.

Send for
No. 72 Circular.

THE
1896
SEARCH
LIGHT



HAS A RIGID BRACKET
And will Not Jar Out.

It is no cheap bicycle lantern, but the only really
first-class article of its kind on the market.

Price \$5.00 at all Dealers.

BEWARE OF IMITATORS! Bear in mind that the 1896
"Search-Light" Lantern is
fully protected by patents which will be rigidly maintained.

BRIDGEPORT BRASS CO.
Bridgeport, Conn.

Or, 19 Murray St., New York. 85-87 Pearl St., Boston,
17 North 7th St., Philadelphia.

And then her bloomers brought her joy!
She cut them down for her oldest boy.

But still of the Judge she often thought,
And sighed o'er the loss that her bloomers wrought,

Or wondered if wearing them was a sin,
And then confessed: "It might have been."

Alas for the Judge! Alas for maid!
Dreams were their only stock in trade.

For of all wise words of tongue or pen
The wisest are these: "Leave pants for men!"

Ah, well! For us all hope still remains—
For the bloomer girl and the man of brains,

And, in the hereafter, bloomers may
Be not allowed to block the way.

— *Buffalo Commercial.*

BLOOMERS GO HUNGRY.

Attorney Graham H. Harris of Chicago, wants \$10,000 damages from each of the proprietors of the Plaza Hotel of that city for an alleged offence against his dignity. Bloomers are the cause of it all.

One evening Mr. and Mrs. Harris, with Mr. and Mrs. F. D. Montgomery, went for a ride awheel. Mr. Montgomery was attired in a light black suit, but the attorney wore knickerbockers and the women both were in cycling costume en regle.

As the party neared Lincoln Park Mr. Harris suggested that they have lunch at the Plaza Hotel, and

they entered the cafe. Mr. Harris waited a few minutes to have his order taken, then waved his hand to the first waiter who appeared. The man approached, only to inform Mr. Harris politely, says the latter, that the service of the cafe was not at the command of wheelmen in costume.

Mr. Harris insisted until a full realization of his helplessness dawned upon him. Then he came away, his party trailing after, vowing vengeance at law. Mr. Harris says he will push the case to the end.

"A DISGRACE TO THE FORCE."

That was what Magistrate Simms said of a policeman who had arrested a lady for riding without a light in New York. It was shown that the lamp was still warm and that the young lady had dismounted, for the purpose of relighting it, when the arrest was made.

It is probable that the judge's remark was not wholly without provocation.

NEW YORK CYCLE SHOW.

It is decided by President Coleman, with whom the decision was left, to hold the Eastern Cycle Show in New York City, at the "Grand Central Palace," corner 43rd street and Lexington avenue.

If you see anything in the L. A. W. BULLETIN you don't like, skip it.

LEAGUE



**LIGHT,
FAST
MADE
TO LAST**

**TIRES
LEAD**

USE YOUR OWN GOOD JUDGMENT WHEN BUYING
TIRES. THE MERITS OF THE LEAGUE
APPEAL TO GOOD JUDGMENT.
BOTH SINGLE AND DOUBLE TUBE.
MINUTE REPAIR KIT FREE WITH EACH PAIR.

NEW YORK BELTING & PACKING CO. LTD.
MAKERS OF RUBBER GOODS FOR OVER 50 YEARS, N.Y.C.

The Little Wonder! A New Cyclometer!

A NOVEL PROPOSITION TO RIDERS:



TWO THIRD SIZE.

A Marvel and Midget in Size and Weight.
A Beauty in Design and Appearance.
A Giant in Strength and Durability.
A Wonder of Completeness, Perfection and Accuracy.
Attached to the Right Side of the Wheel.

Ten thousand miles, independent adjustable trip dial and fractional mile dial, all in an instrument weighing **two ounces**, and in size as small as the **smallest made**, guaranteed to be superior to any other make, or money refunded, and the purchaser to be the judge.

The Climax Special Ten Thousand Mile Cyclometer

Price, \$1.50
With Independent Adjustable Trip Indicator and Fractional Mile Dial.

Any rider having a cyclometer can trade his instrument for ours, and we will allow very liberally for the old cyclometer, set ours to the number of miles indicated by his, and allow him to try it thoroughly; should the same not prove satisfactory, we will refund the money and return the old cyclometer promptly.

If you want the most serviceable and neatest cyclometer, write for a circular and terms, and we know you will not regret it.

SCHLESINGER & YEOMANS MFG. CO.

Mention
L. A. W. Bulletin.

125-137 Rees Street,
Chicago, Ill.

At Night.

O lots of men are homeless,
And we can plainly see
That many more are home less
Than what they ought to be.

RAILROAD RESPONSIBILITIES.

A certain railroad posts notices in reference to bicycles which read:

THIS RAILROAD IS NOT LIABLE FOR ANY DAMAGES
RESULTING FROM ACCIDENT OR CARELESSNESS ON THE
PART OF ANY EMPLOYEE.

We are asked if such a regulation is "constitutional." We reply, most emphatically, No! Any employer is responsible for the action of his employees when that action is incidental to the business and affects the property of others.

A "STRAW" FROM OREGON.

C. L. Parish, Local Consul at Kalmath Falls, Oregon, says that, without any particular effort, he obtained eight new members within two weeks, and there are but thirty wheelmen in the entire county.

If that proportion could be maintained throughout the country (and it will be some day), the political party which refuses a Good Roads plank might as well put up its shutters.

ARE bow-legs a sure sign of crookedness?

BICYCLE PATHS IN NEW YORK CITY.

General Collis, of the Department of Public Works, is said to be contemplating the laying of a strip of asphalt, three or four feet in width, next the curbstone on either side of all streets paved in granite blocks, for the use of bicycle-riders, and the proposal is both an excellent and a just one. It shows that a proper appreciation is growing of the rights to which the great and increasing army of bicycle-riders are entitled from the city. They outnumber any other single element of the population using the streets for purposes of locomotion, yet little or nothing has been done for their convenience. They have been looked upon, in fact, by travelers in other vehicles as interlopers who have no right in the streets, but this view of them, thanks to a rigorous system of fining by the police courts, is being gradually modified. They use the parks more than the riders or drivers of horses, yet, while special provision is made for these, none whatever is made for them. This state of things cannot last, and the proposal of General Collis shows that the end of it is in sight. As was pointed out at the hearing before the aldermen, the bicycle alone among vehicles does absolutely no harm to a roadway, not even wearing it, yet it was gravely proposed to tax it while leaving other vehicles untaxed and providing special roadways for them.—*New York Evening Post*.

SCORCHERS are human things.



*Much Hard
Pedaling...*

Results from Bicycle
frames lacking rigidity
and bearings not being
true. It costs but little
more to get an

*Easy-
Running*

Gendron..

Send for Catalogue.

Gendron Wheel Co.

TOLEDO, OHIO.



WALTHAM MFG. CO.

Main Office,
240 Broadway, N. Y.
Factory: Waltham, Mass.

Oriental Philosophy.

You can't hope to get more than you
pay for—especially when it comes to
bicycles. If you can buy a \$100 wheel
for \$50, that's all its worth. The Orient
is worth \$100, and that's its price.

Our Catalogue will cost you 4 cents.

BRANCHES:

New York,	Providence,
Chicago,	Cincinnati,
Philadelphia,	Omaha,
Brooklyn,	Springfield, Mass.
Boston,	Waltham,
Denver,	Lynn, Mass.
Detroit,	Newark, N. J.
Buffalo,	Kansas City, Mo.

McCune Cycles.....

NONE BETTER

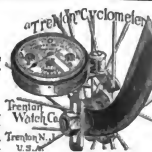
Send for Catalogue.

EVERETT CYCLE CO.

Everett, Mass.

Agents Wanted.

Trenton Cyclometers



Three Models
for 1896

Model A registers 1,000 miles and re-
peats, weight, 2½ oz. Price \$1.00.

Model B registers 10,000 miles and repeats, weight, 2½ oz. Price, \$1.50.

Model C registers 10,000 miles and repeats, weight, 1½ oz. Price, \$1.75.

TRENTON WATCH COMPANY,

TRENTON, N. J.

THE UPRIGHT POSITION.

EDITOR L. A. W. BULLETIN :

Much has been said in favor of the upright position, versus the monkey hump, or, a more applicable term, the "camel back" way of riding: bent double over the handle bar. But nothing has been said of a position between the two, which I will describe, and for comfort beats all others. When I first commenced to ride I took the severely upright position, as the most dignified, and was constantly troubled with back ache. Noticing a lady friend riding one day in a slightly inclined position, and also noting that her position was an exception and not the rule with ladies' riding, I asked her why she inclined over. Her answer was: "For months after I learned to ride I suffered from back ache, and on consulting my doctor, he asked me in what position I sat while riding, and finding I sat upright he told me to lower my handle bars and throw myself slightly forward, making an angle between handle bars and seat for a base, and back and arms for the other two lines of an angle, so that in riding the jar is evenly distributed between the arms and back,—he claiming that the spine in an upright position took all the jar and concussion and caused back ache, while in the other position the arms get their full share. She also stated that she followed his advice and has never suffered from back ache since.

Seeing the force of the doctor's suggestion I lowered my handle bars, and now ride and have

ridden for months in a slightly inclined position. Back ache is a stranger to me, and for solid comfort on a wheel this position beats any other. Let you readers try it, and they will become converts to position which, while not as dignified as the straight position, is far more comfortable. Give me this position and fifty miles a day is a glorious ride.

No. 107,104.

PHILADELPHIA.

TRENTON, N. J., TO ASBURY PARK.

C. R. Zacharias, chairman of the New Jersey Highway Committee, writes that the side path from Trenton to Asbury Park via Allentown, Freehold Blue Ball and Farmingdale is not yet begun, but that agitation has resulted in some five miles of improved road through Neptune township.

Also in Hamilton township a number of miles of improved road has been made as a result of side path agitation.

STERN LIGHTS FOR BICYCLES.

It is suggested that a bicycle light should show from the rear, and that it be located so that the form of the rider will not obscure it. This is to prevent the scorchers from running over those who ride for pleasure.

NARROW-TIRED wheels pull harder (on the taxpayer's pocket) than wide ones do.



You
Know the
Good Results
of Riding.

Do
You
of Evans'

?

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & CO.

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price list of uniforms.

PUNCTURE PROOF BICYCLE TIRE

OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY

NO PUNCTURES TO REPAIR

Catalogue and Sample section of Tire free
upon application. Address
THE PUNCTURE PROOF TIRE CO., Quincy, Ill.

AVOID THE TUNNELS.

A compromise between itself and the West Chicago Railway Company has ended the first legal battle of the League of American Wheelmen in Chicago. Some time ago a member of the League, while riding through the Van Buren street tunnel, which is amply wide between the tracks, was assaulted by a tunnel cleaner, receiving painful injuries and having his wheel badly smashed. The League promptly took up the case and had the man arrested, prosecuted and fined. The League attorney then presented a claim for damages against the company, which was promptly settled by Mr. Parsons, vice-president and general manager, who acknowledged the justness of the claim, adding that hereafter he would have men stationed at the entrance whose business it will be to warn wheelmen of the danger in going through. "But," he said, "we will have no more cases like this. Wheelmen go through at their own risk, and we will not increase their difficulties any."

It is the opinion of the League officials that, taking into consideration that Jackson street is now a boulevard and the approaches to the Washington street bridge are being paved, it is very unwise to use the tunnels, and they hope all the members in Chicago will see it in the same light.

CABBAGES thrive best in mellow, rich soil, but the teamster doesn't.

LEAGUE NUMBERS.

It is suggested that the numbering of members should begin with number one each year, so that the numbers would actually represent the membership at the time they were given out. This is not practical, for the reason that many members take great pride in low numbers, and it would be an injustice to them, besides making it necessary for numbers to be constantly changed. A member during ten years would be likely to receive ten different combinations of figures.

During the next winter all numbers are to be moved up, *i. e.*, the member holding the lowest number will (if there be any vacant number lower than his) be given the lowest vacant figure, and so on, so as to bring the highest number down to represent the total membership.

ADVERTISERS

Spend money for the purpose of making known their goods. The cost of setting the type for a page ad. in the L. A. W. BULLETIN is about four dollars. All that we charge more than that is for circulating. This is the only paper in the world that charges advertisers on the exact basis of copies sent to paying subscribers.

Our plan is just to the advertiser and the publisher, and is giving satisfaction to both.

WIDE tires are always found on the wheels of progress.

"WHITMAN"

Best wheel that can be produced from the finest materials, scientifically and skillfully used. Embodiment of every essential feature known in bicycle construction.

CATALOGUES ON APPLICATION.

HAND MADE.
Easiest Running
Most Durable
Best Appearance

WHITMAN SADDLE COMPANY,

118 Chambers Street - - - - - New York.

Riders and Repairers.

THREE-QUARTER ACTUAL SIZE.

Tapering Rubber Plugs (patent applied for) are the ideal tire menders—cannot slip or be punctured anew. Send five 2 cent stamps for assorted samples. Manufactured only by

BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.

See Simplex advertisement, page 2. Mention this paper

THE MOTOCYCLE COMING.

The American motorcycle has not yet been produced, but it is coming, slowly but surely.

The motorcycle industry had its start in France and Germany. Strange as it may seem, American inventors took little part in the preliminary experiments and investigations. They slumbered while French and German mechanics toiled away at this new problem, and were not aroused even when a French motor vehicle made the marvelous record of nearly eight hundred miles at an average speed exceeding sixteen miles an hour. American activity in this important branch of transportation was not in evidence until *The Times-Herald*, less than a year ago, offered prizes of \$5,000 for an international motorcycle contest. Though the time for preparation was limited, more than one hundred inventors and manufacturers entered the lists and several of them made favorable showings in the tests, preliminary trials and in the famous race on last Thanksgiving Day from Jackson Park to Evanston and return. The course was fourteen inches deep in slush and snow, and three of the successful vehicles forever settled the debated question as to whether the motorcycle could meet bad road conditions. The scientific and mechanical data collected by Professor John P. Barrett, Leland L. Sumner and John Lundie, the committee on tests, has been accepted as authoritative the world over, and has been of great value to American investigators. In this contest the honors were fairly divided between the American and foreign competitors, but many of the native vehicles originally entered were crude in the extreme and displayed unsolved mechanical problems.

Since that time scores of skilled workmen have labored earnestly in an effort to produce a vehicle

SOLID GOLD LEAGUE PINS

Of Official Design.



Prices:
\$1.50, \$2.00, \$2.50 (enamelled), \$3.00, \$4.00, \$5.00 and \$7.00.

Pretty Stones, medium and small sizes.

Mailed on receipt of price by

C. H. LAMSON - - - Portland, Me.

ODORLESS AND CLEAR AS CRYSTAL.

CYCLOIL

*The Best Lubricant.
The Best Lamp Oil.*

Prevents rust, cannot gum, burns brilliantly, does not jar out.

25 cents per 8 ounce bottle.

Ask your druggist for it, or write to

McKesson & Robbins, 91 Fulton St., New York.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

fitted for general purposes. The Decoration Day race in New York City was an unsatisfactory affair, and a great disappointment to its projectors, the owners of the *Cosmopolitan Magazine*. The course selected was not fitted for the purpose, and at the last moment many of the original entries withdrew for various reasons. Some of the more promising inventions have been purchased by carriage and bicycle manufacturers, who are now making thorough tests of the various details of construction. The motorcycle presents new problems, and it has been found that they cannot be solved in a week or a month.

Great interest attaches to the announcement recently made of a motorcycle Exposition and contest, which will be held at Providence, R. I., under the management of the Rhode Island State Fair Association. Prizes amounting to \$5,000 are offered and the conditions will be made public in a few days. Assurance is made that many new motorcycles will be completed in time to take part in this event, and several of the foreign manufacturers will be on hand with the latest improvements from abroad. It is to be hoped that American inventors will make a good showing, but those in a position to judge predict that the highest awards will go to the foreign machines.

There is wonderful activity at present in the motorcycle industry in France, Germany and England. The great race between Paris and Marseilles will take place in a few weeks, and is a leading topic of discussion in the fashionable circles of the French capital. It is expected that all records for speed and efficiency will be shattered, and police arrangements are being made on the expectation that more than two million people will witness the great race.



SCARF OR STICK PIN.
Sterling Silver Bicycle.
Send 18 Cents in stamps.
Cal. of Jewelry FREE.
McRae & Koeber. ALHAMBRA, MASS.

An Aluminum Souvenir Watch Fob

Mailed for 36 cents. The phenomenal and unprecedented success of Indiana Chain is certainly due to merit. Write for prices.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Kindly mention L. A. W. Bulletin. M. & M. W. Co., Chicago.

SCORCHER GRIP

Stock size, \$2.50.
Made to fit your frame, \$3.00

The only bag **For Touring.**

Lightest and
Strongest.

DET. CLEAT CO., 302 Washington St., Boston.



Thus far no American motorcycles have entered this contest, and it is only fair to assume that they have good reason not to appear as competitors. On this side of the water we have as yet produced no vehicle capable of sustaining a speed of sixteen miles an hour for any distance, and the winner of the coming Paris-Marseilles contest will have to average at least twenty miles an hour, unless the best judges are at fault.

In spite of the fact that England has restrictive laws, passed generations ago, governing the use of motor carriages, that country is just now the centre of motorcycle enthusiasm. The next parliament is certain to repeal the foolish law which limits the speed of self-propelled vehicles to four miles an hour, and in anticipation of such a repeal English capitalists are investing millions of dollars in the more promising inventions pertaining to motorcycles. An international exhibition of horseless carriages is now in progress at the Imperial Institute, and the Prince of Wales is among the enthusiastic promoters of the Exposition, which was formally opened the 9th of May, with a reception to the House of Lords and a splendid banquet. The Kane-Pennington motorcycle of Chicago, is the only American invention exhibited, and is entered by the British Motor Syndicate Company, which has purchased from Mr. Pennington the British rights to his inventions. There are not less than one hundred vehicles on exhibition, and a large majority are of the oil or gasoline type of motor. While the electrical motor has some advocates abroad, the prevailing impression is that oil or some of its products, is the coming motive power of these vehicles. * * *

In October of this year the *Engineer*, an English scientific and technical journal, will conduct a 1,100 guinea race, provided parliament repeals the obnoxious law. Sir Frederick Bramwell is one of the judges. The conditions of the race and the points to be considered in making awards follow closely those laid down in *The Times-Herald* contest.

The Motor Car Club of London announces that it has 3,000 inquiries for motorcycles on its books and the command of unlimited capital to purchase good inventions, and that it has already negotiated the purchase of American, French and German inventions involving upward of \$1,250,000. This club



YOUR LAMPS GO OUT

Because you do not use the Blue Incandescent Lamp Wick. Gives a brilliant light, never requires trimming, will not jar out, burns kerosene. Send five cents for sample wick, with size of burner or name of lamp. **G. W. COLE & CO., 111 Broadway, New York.**

STOLEN. A Model A Fitchburg Bicycle; Iver Johnson, Manufacturer. No. 30,118. Stolen June 18, from the rear of 23 Broom street, Port Jervis, N. Y. \$25.00 reward for the return of this bicycle. Address, F. C. BOSTON, Port Jervis, N. Y.

SNOW-WHITE CHAIN LUBRICATOR

Is white as snow and does not soil hands or clothing. Does not gum nor collect dirt; saves wear and makes chain run better in all kinds of weather and lasts longer than others. Sells on sight. Send 10 cents for sample. [L. A. W. 83910]

E. F. BACHELLER, Lynn, Mass.

makes no charge of space to American exhibitors, and if necessary will assist in paying freight charges.

There is a fortune for the American who first produces a practical motorcycle.

F. U. ADAMS, in *Chicago Times-Herald*.

VALUE OF GOOD ROADS.

An exchange says: "Do you know a Good Road sermon when you hear it? If you do, here is one in a nutshell. On the poorest of earth roads, not muddy, but sandy, a horse can drag twice as much as he can carry on his back; on a fair road, three and a half times as much; on a good macadamized road, nine times as much; on a smooth plank road, twenty-five times as much; on a stone trackway, thirty-five times as much, and on metal rails, fifty-four times as much. Those who use roads can therefore make money by improving the roads rather than buying new horses every year."

Yes, and further, if you have sandy roads you may possibly get one new settler per year; if you have fair roads two; good smooth stone or shell, fifty or more! One little city in this State has recently completed miles of beautiful roads about the city, and the number of ten thousand dollar homes going up in that town this year is amazing. Good Roads work all around, and for the benefit of all.—*News*, St. Augustine, Fla.

THIS IS SINGULAR.

EDITOR L. A. W. BULLETIN:

Can any member of the L. A. W. match this for a singular coincidence? The wheel I ride is No. 8108-1 (the last figure is the model) and my L. A. W. number is 81,081.

JASPER BRAY.

FREEDOLD, N. J.

"Who hath woe? Who hath contentions? Who hath redness of eyes?" It is not alone they who "tarry long at the wine cup," but also they who attempt to make a race track of the Boston Park system.

The scorcher must go.

THE ROAD BY "OUR HOUSE."

NIXON WATERMAN.

The road that ran by "our house,"
Where I, when a blithesome boy,

Went up and down 'tween the fields and town,

In happy and careless joy,
Was smooth and wide, and close at the side

Were trees whose branches made,
'Mid the golden rays of the

summer days,
A tangle of coolest shade.

Oh, 'twas a comely highway,
And such as would fill a

youth
With the quenchless fire of

high desire
And the deep, firm pulse of

truth.
And I still can trace in its perfect

grace
A strength in my brain and blood,

That had not been there had
that highway fair

Been filled with the gloom
of mud.

Look well to the youth's sur-
roundings,

For lives, in their years
complete.

In mind and heart are ever apart
(of things, in youth, they meet,

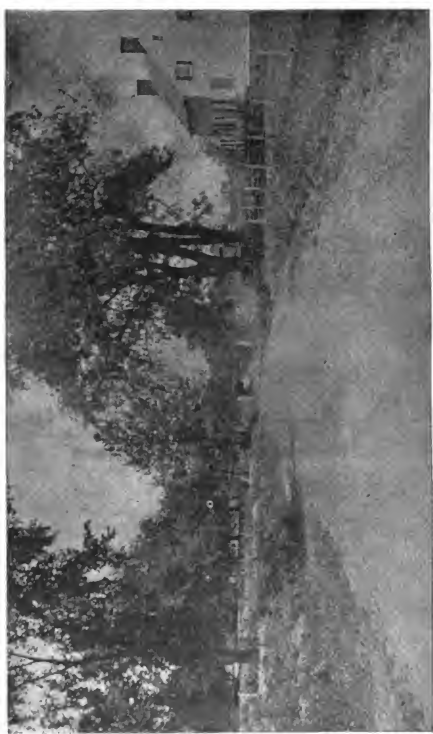
And whether we stray to the north, away,
Or east or south or west,

Let every man the road that ran
By "our house" deem the best.

WANTED: A recipe for removing powder
stains from a boy's face.

THERE really is nothing torpid about
a good torpedo.

The man who drinks like a fish swallows
it by the gill.



"OUR HOUSE"

The big cannon variety is the fire-crack-a-jack.

ON THE Fourth one sees how much easier it is to
produce noise than it is to command silence.

THE following is one of the most expressive
Fourth of July poems ever written:

Boys,
Noise!

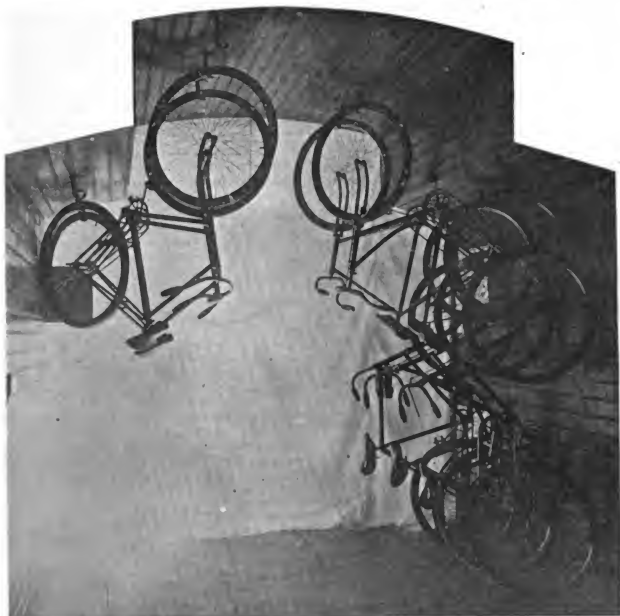
It might be well to label your boy's fingers before
the celebration begins so as to not get them
mixed up with those of the neighbors' children.

GRADUATION exercises are all first-class events.

IT'S STRANGE that Thirst-day comes before fish-
day instead of after.

THE reforming effects of the Keeley bi-chloride
of gold cure are made apparent from the fact that
no sea-serpent has yet been seen this season.

THAT the bicycle is monopolizing nearly every
field of thought and endeavor is clearly shown by
the manner in which its patrons are eclipsing the
fish liar.



BICYCLES AS BAGGAGE.

BY STERLING ELLIOTT.

The terms upon which transportation companies will transport the light but unstable bicycle are of interest, of *great* interest, but at this time we will deal with the question of *how they should be stored* while in transit. All railroads take the wheels, but until very recently no road has made any show of adopting any sort of devices for keeping bicycles from injuring each other, and, hence, preventing loss by damage.

When such damage is excessive the railroad may be held responsible, but that is small satisfaction to the bicycle owner. The many little scratches and bruises which are too small to complain about and which are inevitable when wheels are "stacked" together, are most important to the rider, while not

the least important item to the railroad and its trainload of passengers is the loss of time in taking out wheels which have become tangled together.

For the sake of getting the good work started, so that railroad men cannot say "there is no way," I have devised the following simple means which, so far, seem to be quite satisfactory.

I have constructed a full-sized section of a baggage car, an interior view of which is shown in the above rather poor photograph.

This car was exhibited at the recent car builders' convention in Saratoga Springs, and, from the talk, I infer that a number of prominent railroad men think well enough of it to adopt the suggestion. There are no patents and all are invited to make use of the ideas. If these hints shall help toward a solution of this important question, my reward will be quite satisfactory.

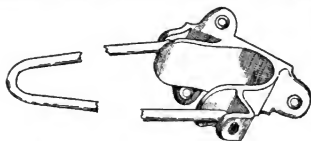
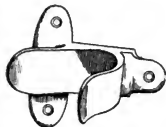


The overhead hook is a simple malleable iron casting, screwed to the ceiling and covered at its "business end" with rubber. So far I have used a flat rubber tube known as "band stock," from the fact that it is made to be cut crosswise into "rubber bands," such as we all use in place of wrapping twine. In order to cover the end of hook, I cut the tube and fold it over, securing it with rubber cement, as clearly shown in the following cuts.



I think, however, that a special tube would be better having the rubber thicker on the side which comes in contact with bicycle rim. These rubber covers should be put on with shellac, taking care to get them in place quickly before the shellac begins to "sett."

For placing wheels against the wall I use two castings. The lower one is fastened with screws to the side of car, with its centre fourteen inches above the floor, and the upper one (which has the addition of two "ears" as shown) is placed directly above at a height of forty-four inches from its centre to the floor. To this upper casting is attached a bended rod, quite similar in shape to a hairpin; only this is the "kind



of a hairpin" it is. Its two prongs are left about three inches wider apart than they are to be when "sprung" into place. The ends are turned outward, and when hanging idly by the side of car may be readily taken out or put in with the hands. When at a horizontal position as it is in use, the rod cannot be detached from the casting. The method of securing the wheel is obvious: it stands at an angle of forty-five degrees to the wall so that pedals and handle bars do not conflict. The distance from "centre to centre" measuring lengthwise of

the car is eighteen inches. By placing the ceiling hooks centrally between each two of the lower fixtures (and at the same angle as shown), the car will take a bicycle for each nine inches in length on each side, and any one may be quickly removed without in any way interfering with the others.

An additional guide for that part of the wheel which rests on the floor might be a slight advantage in placing the machines hurriedly, but it is by no means necessary and would interfere with the storing of trunks and other baggage.

This plan of storing bicycles was described and crudely illustrated in this paper Sept. 13, '95.

Another paper in reproducing it, instead of giving the L. A. W. BULLETIN credit, stated that it represented the "interior of a French baggage car"; since that time it has been newspapered as a French idea, and this is my first protest against the injustice that was thus done to American "genius."

This wall fixture is as good for club houses, baggage rooms etc., as it is for cars, and saves one-half the floor space. A number of concerns have signified a willingness to place these fixtures on the market at a moderate profit. Those who have already done so are Sanford Mfg. Co., 4 High street, Boston, and North & Judd Mfg. Co., New Britain, Conn.

A copy of this paper is sent to every railroad official in the United States.

I shall be glad to answer, to the best of my ability, any number of enquiries about these devices or about the general subject to which they relate.

WHY NOT?

One of our advertisers, Dreyfus & Waterman, write that they just received an order for goods from a gentleman in Vienna, Austria, who stated that he saw the ad. in the L. A. W. BULLETIN.

Ministers' Sons.

If the old man's a "canon" in the church,
Then we say, just for fun,
That fact sometime his name may smirch,
For his boy is a "son of a gun."

Is n't it fortunate that the Fourth of July does n't come on the 29th of February?

Is THE shepherd who carries a poor watch troubled with a sheep tick?

THE Fourth is the one day of the year when the cheese is n't in it with the crackers.

THE Fourth of July pin wheel is a fizzle.

THE inhabitants of this nation resemble its banner's colors; some are red, some are white, and some are blue.

ON THE bloody Fourth, fire-crackers and bicycle racers will be "off in a bunch."

THE WHEEL AND THE MAN.

Keep your wheel in thorough repair. Don't neglect it until it goes all to smash some day at a very inopportune time and place.

Look after the loose spokes, the warped frame, the faulty bearings, improper adjustments and leaky valves.

"A stitch in time saves nine." One defect breeds many.

"For want of a nail the shoe was lost;
For want of a shoe the horse was lost;
For want of a horse the man was lost;
And all for the want of a horse-shoe nail."

The foregoing relates to the wheel. Now a word regarding the man.

Keep yourself in thorough repair. Don't neglect it until some day you go all to smash at an inopportune time and place.

Look after your weak lungs, your tired brain, your disordered stomach, your flabby muscles, your trying nerves.

A little medicine in time saves a spell of sickness and a big doctor's bill. May be an undertaker's bill, also.

Take a little medicine in the candied form of proper food and pleasant exercise as you go along.

Keep up the repairs of mind and body. Keep your heart in tune with good and high and happy things.

Don't neglect the health of heart or hand. Don't wait until you get rich before you open your eyes and ears to the delightful sights and sounds the gentle mother Nature, has provided for you.

It is not difficult to believe that a perfectly healthy tramp, who has never bothered his mind about laying up a penny, is better off than the paralyzed invalid millionaire who has wrecked his constitution in securing a fortune he cannot enjoy.

There are better things than being pestered with a bank account, and distressed with tenants who do not pay properly.

The mind and heart, as well as the stomach, require the proper food every day. Don't starve them a score of years and promise them a great feast then. How would your stomach like to be starved for years and then turned loose on a whole bakery of sweet things?

The fact of the matter is, but few people have learned the true secret of living well. Too many think it depends almost wholly on the condition of the pocket. It doesn't. It is largely a mental process.

"How small of all that human hearts endure,
That part which laws or kings can cause or cure!
Still to ourselves in every place consigned,
Our own felicity we make or find.
With secret course, which no loud storms annoy,
Glides the smooth current of domestic joy."

Amid the duller work-a-day threads of duty let their be woven one brighter, fairer strand of desire. Mix sunshine with your food. Soften the sound of cab and car in the stony streets by the memory of a bird's song you heard on an afternoon's outing.

Take a day off and go out to the cemetery, where you may reflect on the brevity of life and the unstable quality of things pertaining to the pocket; and it is better to go to the cemetery before you have to ride there in a big plumed hack.

Walk out there, or, better still, ride on your wheel. Try to live every day. Don't refuse to accept the many little joys that are forever nibbling the hook, expecting later on to land a monster whale of pleasure.

Don't wait for a private yacht and a coach-and-four.

Get a row-boat and a wheel.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as the manufacturer.

Remington.

The Remington Arms Co., 313 and 315 Broadway, New York, has issued a 32-page catalogue that, as an interesting book, aside from the subject of bicycles, which, as represented by the "Remington," are very fully described. The cover page is very artistic, and the other pages contain scores of half-tone pictures representing scenes of interest and cycling in the many countries of the world. The same company has also issued a small "flyer" catalogue of 32 pages.

Detroit Saddle.

The Victor Saddle Co., Detroit, Mich., issues a neat little catalogue describing its saddles and bicycle sundries.

Hardy.

The Hardy Cycle Co., 40 to 50 West 67th street, New York, is more than up-to-date with a new catalogue describing the "Hardy" and "Lady Hardy" bicycles, and announcing that their 1897 Model is now out. The book shows the '97 models. Two pages are devoted to the purpose of inducing riders to join the L. A. W.

An Irish lad once thought he would rather
Abandon the farm for the barber's smooth tricks;
So the first week they kept him at mixing up lather,
And after that set him to lathering "micks."

This is getting to be a pretty old nation. Our emblematic bird, the eagle, has been bald for a long while.

The happy-go-lucky man is all right. It's the sorry-go-unlucky fellow we should pity.

FIRE-CRACKERS and rumors are alike in one respect—they are of no interest after they are exploded.

L. A. W. BULLETIN ADVERTISERS GET RESULTS.

PHILADELPHIA, June 15, 1896.

MR. STERLING ELLIOTT, 12 Pearl st., Boston, Mass.

DEAR SIR:—Experience has taught me that cheap advertising is dear advertising. At first I could not understand why you asked the price you did for space, but the answers which I received from the first ad. I placed with you soon gave me to understand the reason why you asked the price that you did. I never received so many direct answers from any advertisement as I did from the ones placed in the L. A. W. BULLETIN, and just as soon as we have a surplus stock, and we catch up with our orders, I shall be pleased to place another ad. in your paper.

Very truly yours,

PENN BICYCLE CO.,
H. D. LE CATO, Pres't.

THE BULLETIN APPRECIATED IN LOUISVILLE.

Our attention has been called to several items in different papers to the effect that the people in charge of the National Meet were very wroth because the L. A. W. BULLETIN has not devoted more space to the coming national congregation of wheelmen. It is true that this paper has not used a large amount of type in talking about Louisville, but the little we have said has had some effect, and that is better.

The Louisville *Evening Post* has this to say: "That there is a great interest in the outside world regarding the National Meet can easily be shown by the letters received by the *Evening Post* during the past week. The L. A. W. BULLETIN was mailed probably on last Friday, as the first copies were not received in this city until late Saturday evening. In this issue was a small notice regarding the Cyclers' Guide, and ending with the words that one of them could be obtained by sending a two-cent stamp. In Monday morning's mail there were fifty-one requests for the book, the majority of the applicants stating that they intended coming here and wanted to get posted. Since then the requests have averaged twenty-five per day. This result would make a very substantial argument for the publishers of the BULLETIN in soliciting advertising business."

SUBSCRIPTION to the L. A. W. BULLETIN is optional. The annual League dues are seventy-five cents; subscription to L. A. W. BULLETIN, twenty-five cents. You can have the L. A. W. membership without the L. A. W. BULLETIN, but the L. A. W. BULLETIN (at that price) is only obtainable by League members.

We are very glad to have you take the L. A. W. BULLETIN if you feel that you would be interested in it.

HE WHO begins by loving Christianity better than truth will proceed by loving his own sect or church better than Christianity, and end in loving himself better than all. — S. T. COLERIDGE.

ON MOST Fourth of July hurrahs it would be better if the orations were shorter and the fire-works longer.

A baby cries itself asleep.
But O, it's sure to take
So long to do it that those near to it
Are all cried wide-awake.

THE railroad succeeds only by a combination of rolling-stock and road-bed. Neither one can be neglected. Think it over.



Ripans Tabules.

A NEW MORGAN & WRIGHT REPAIR AND REPLACEMENT DEPOT FOR BOSTON.

NEW ENGLAND riders of the Morgan & Wright "good tires" will be glad to know that damaged tires will be repaired (or, if imperfect, replaced) at the headquarters of the Elastic Tire Co., 370 Atlantic avenue, Boston. All work is free. A courteous young man is in authority, assisted by an able corps of workmen from the Chicago factory. So send or bring in your damaged tires, boys.

THROUGH THE YELLOWSTONE PARK BY BICYCLE.

This wonderland of the world can now be easily reached, and a tour by bicycle is the pleasantest way to take in its 150 miles of marvels. The government has just completed the roads leading to the most prominent points in the park, and they are splendid for bicycling. One mile of this road is hewn out of the solid rocky walls of a canon, at a cost of \$16,000, and at an altitude of over 6,000 feet. At another place it runs around the base of a mountain of pure glass, of a dark amber color, the only one in the world, so far as is known. Tom W. Winder, well known to bicyclists everywhere as the "coast-line tourist," made a bicycle tour through the park two years ago, and will, in August next (the perfect month for mountain touring), accompanied by his wife, make the trip again. He is familiar with the many places of interest in the park, and is desirous of organizing a select party of ladies and gentlemen to make this tour, as very favorable railroad rates to Cinnabar, Wyo., the entrance to the park, can be secured by a party of ten or more. Probable cost for the ten days, \$100. Parties may join at Buffalo, Chicago, St. Paul, or any intermediate point. This will be an outing long to be remembered, and anyone interested should write to Mr. Winder, at 325 Irvine Place, Elmhurst, N. Y.



GOOD ROADS AND PATRIOTISM.

It has been suggested, apropos of the ceremonies of Flag day, that the L. A. W. should be required to salute the flag. The League will never prove itself wanting in respect to the flag, but it is quite fair to ask that in return the flag shall have some significance in particular for the wheelman.

The roads of the United States are almost as great a source of wonder to European travelers as our municipal politics, and their mire is about as deep. Patriotism is a plant which grows best in emergencies. For the common humdrum of everyday life it needs cultivation. The wheelman is a power in our midst, if he realized it sufficiently to exert his power. He is asked to bear certain burdens, and show certain tokens of respect not exacted from his fellows. In return it is not asking too much when he insists that the United States ought to furnish at least as good roads as those constructed by Caesar's legions 2,000 years ago. The wheelman pays a tax on his wheel, and gets next to nothing in return. He does more than his share in providing good roads, and works out a tax during the course of the year quite as effectively as the farmer who "scours" his plow in spring by plowing up the middle of the road, and then reporting to the commissioner that he has "worked out his road tax." Nearly every day in the year the wheelman dismounts and removes wires, cans and debris from the roads. Sometimes he does more than this, and no one is more careful to do all that is possible to aid in keeping the roads, bridges, etc., in good repair.—*News*, Denver, Col.

WICKEDEST MEN IN AMERICA.

As might be expected, they are in Chicago. One is proprietor of an attractive art store, another owns a large and flourishing drug shop. The third, the boldest and most cunning conspirator of all, is just a plain citizen who lives on Webster avenue, on which thoroughfare the other men's respective places of business are situated.

The crime they were guilty of was cleaning the dirt from the street in front of their own houses. One lived over his store and declared the avenue was so filthy it was making his family ill; the druggist said that when cyclists visited his place

they had to wheel over dust and dirt half a foot deep. The ringleader of the plot was finally proved to be a man who had swept up piles of street accumulations at various points near his residence and placarded them with inscriptions jeering at the city authorities of Chicago. This was an atrocity that could not be forgiven.

In the twilight hour, when at this time of year the doorsteps are full of onlookers even in Chicago, these three began their awful task. One got a wheelbarrow and shovel, the others brooms. Two swept, while the third shoveled into the barrow the accumulations that had gathered there since the last presidential nominating convention. The police caught them in their unholy work. "The street was being cleaned. Policeman Galley's hair rose in horror," says a Chicago *Tribune* reporter.

The policeman arrested them and took them to the station house for trying to shovel away the street dirt in front of their own houses. This will be a warning to all Chicago citizens hereafter to respect the municipal authority of that great city.—*Pittsburg Clipper*.

ILLINOIS FOR GOOD ROADS.

The Democratic State Convention of Illinois has declared for a Good Roads plank. How any convention could fail to do so is a conundrum.

SUCH filthy, rutted, holed and disgraceful streets are not much longer to be tolerated. It were the policy of wisdom for the board of public works to provide good streets immediately. Something is going to drop one of these days. The American people are long-suffering and slow to anger, but when they do get furious they hit a man's political ambition in the head so hard that it is a case for a coroner right off. Wheelmen in New Haven have been and are a timid folk. They are gentlemen and don't like to make much fuss, but it is the gentlemen who makes the hardest fight when he goes up against it. Good streets mean good government.—*New Haven Palladium*.

There is under bicycle influence a larger demand for good roads than ever before in this country. They have long been a crying need. Now there seems to be a demand that will not be overlooked. One of the first things to do is to reform the wheels of the road wagon. In France the width of tire is from three to ten inches, with the bulk of four-wheelers six inches. In Germany every wagon for heavy loads must have at least a 4-inch tire; Austria requires a tire 4½ inches wide. Switzerland requires all draft wagons to have a 6-inch tire. If we were to build good roads, our wagons, as now constructed, would speedily destroy them. They are road destroyers as certainly as if built for the purpose. Go on and build the roads, and begin at once to reform the wagon wheels.—*Shelbyville (Ind.) Republican*.

Moorhead, Marshall, Northfield, New Uln, New Prague, Olivia, Preston, Plainview, Pipestone, Watons, Red Wing, Rochester, Rockford, St. Paul, H. Van Vleck, care Merchants' National Bank; E. G. Loring, 370 Selby ave.

St. Cloud, St. Charles, St. Louis Park, St. James, St. Anthony Park, Staples, Waseca, Willmar, Woodstock, Warren, Windom, Worthington, Winthrop, Zumbrota, Elk River.

MINNESOTA LEAGUE HOTELS.

	Per Day.
Anoka, Jackson House,	\$1.40
Austin, Fox Hotel,	1.50
Butterfield, American House,	.75
Crookston, Commercial House,	1.40
Dassel, Dassel House,	1.00
Duluth, Hotel St. Louis,	1.00
Elk River, Riverside House,	1.00
Fairbault, Arlington,	1.25
Farmington, Commercial,	1.25
Fergus Falls, The Grand,	1.50
Glenwood, Minnion House,	1.50
Kenyon, Commercial,	1.50
Lamberton, Banner House,	1.50
Moorhead, Columbia House,	1.25
Minneapolis, Hotel Nicolet,	2.00
Mankato, Clifton House,	.80
Montgomery, Minneapolis House,	1.50
New Prague, International,	1.50
New Uln, Dakota House,	1.50
Northfield, Archer House,	1.50
Preston, Tibbets House,	1.50
Plainview, Plainview House,	1.00
Red Wing, Belmont House,	1.00
Rochester, Cooke Hotel,	1.50
St. Paul, Windsor Hotel,	2.50
St. Charles, Merchants Hotel,	1.40
St. James, Gibbs Hotel,	1.50
St. James, Union Hotel,	.75
Seawater, Seawater House,	1.00
Waconia, Lake House,	1.00
Willmar, Merchants Hotel,	1.00
Winthrop, Windsor House,	1.25
Wabasha, Hurd House,	1.00
Waseca, Grant House,	1.50
Winona, The Winona,	2.50
Zumbrota, Zumbrota House,	1.50

INDIANA DIVISION.

This division has decided to reduce the price of their Road Book to fifty cents to L. A. W. members outside of Indiana; to Indiana members the book will be sent free as heretofore.

Address orders and communications regarding book to F. S. Chance, Compiler, 107 E. Washington street, Indianapolis, Ind.

OHIO DIVISION.

The following have been appointed local consuls:—
 Frank Spurr, Athens, Athens Co., O.
 W. B. Yost, Bedford, Cayuga Co., O.
 D. A. Rose, Chagrin Falls, Cuyahoga Co., O.
 Irwin M. Krohn, Avondale, Cincinnati, O.
 C. A. Ackerman (Special), Cincinnati, O.
 H. R. Browne, 613 Vine st., Cincinnati, O.
 B. L. Mullich, 5 Vine near 9th,
 C. A. Hall, 718 Race,
 H. Kessler Smith, 719 Race,
 J. R. Delahunt, 147 Ontario st.,
 J. H. Bleasdale, West Side 53 Harbor, Cleveland, O.
 C. E. Vampel, Davis, Hunt & Co.,
 H. A. Liley, H. A. Liley & Co.,
 George S. Davis, Bell ave.,
 C. F. Storey, Lewis & Riddle,
 Gustave E. Kurbie, 404 and 406,
 Richard Collister, 147 Ontario st.,
 B. E. Carpenter, 170 Euclid ave.,
 Chas. A. Lentz, East Palestine, O.
 Chas. I. Meers, Greenville, O.
 Harry I. Spencer, Jerry City, Wood Co., O.
 Chas. E. Holcomb, Mesopotamia, O.
 F. A. Fish, Sandusky, O.
 F. D. Lock, Toledo, O.

The following have been appointed League hotels:—
 Hotel Mithoff, Lancaster, O.

New Hotel Parker, Hillsboro, O.
 Hotel Whaley, Albany, Athens Co., O.
 Central House, North Baltimore, O.
 Cottage Place, East Palestine, O.
 Hotel de Bull, Athens, O.
 Hotel de Bull Frog, Punderson Lake Resort, O.
 Sec'y-Treas., Ohio Division, L. A. W.

OHIO DIVISION.

To furnish local consuls and the members of the Ohio Division some incentive to work for the increase of our membership, the executive officers have decided to offer the following premiums for new members.

For five new members a No. 1 Standard Cyclometer, registering 1,000 miles will be given.

For ten new members a No. 2 Standard Cyclometer (Midgel) will be given.

For local consuls we have, in addition to the above, a special consul's button a little larger in size than the member's button and having the word "consul" on the face. One of these will be given to any local consul sending two new members.

We also give for five new members a very nice self-inking stamp with the consul's name, address and lettered "Local Consul L. A. W."

Applications may be sent to the Secretary-Treasurer or to Abbot Bassett, Secretary, Boston, Mass., in the latter case, the undersigned must be notified by postal card of the names sent in before they appear in the Bulletin.

Every member of the division will receive the new road book as usual with the regular rates, on presentation of L. A. W. ticket for current year.

Recruiting literature, application blanks, etc., will be sent on request.

ARTHUR B. HOSKIN, Sec.-Treas.

CHILLICOTHE, O.

NEW JERSEY LEAGUE HOTELS.

The following hotels have signed contracts with the chief consul, agreeing to give the discount opposite their names from the regular rates, on presentation of L. A. W. ticket for current year.

Place.	Per Day.	On meals.
Arlington, Arlington House,	30	30
Atlantic Highlands, Rhodes Hotel,	30	30
Roseton, Washington Hotel,	25	25
Round Brook, Berkley House,	20	20
Belleville,		
Bloomfield, American House,	33½	33½
Bloomfield, Washington House,	30	30
Bloomfield, Brookdale House,	30	30
Burlington, Exchange Hotel,	30	30
Burlington, Blooming House,	25	25
Belvidere, Belvidere Hotel,	20	20
Clarksburg, Clarksburg Hotel,	20	20
Keypott, Pavilion Hotel,	25	25
Lamberville, Union House,	25	25
Lake Hopatcong, American Hotel,	25	33½
Lakewood, Madison Hotel,	25	35
Long Branch, National Hotel,	30	30
Long Branch, American Hotel,	30	30
Matavon, Aberdeen Inn,	33½	33½
Montclair, Mansion House,	20	20
Millville, Boerly House,	20	20
Millburn, Vase Inn,	20	20
Manasquan, Osborne House,	25	25
Maplewood, Maplewood Hotel,	15	33½
New Brunswick, Mansion House,	20	20
Newark, Central Restaurant,	20	10
Newark, Fernbach Hotel,	25	25
Plainfield, Revere House,	15	15
Plainfield, Stephenson Hotel,	20	20
Paterson, French Restaurant,	15	15
Point Pleasant, Oakland Hotel,	33½	33½
Phillipsburg, Columbia Hotel,	30	30
Paterson, French Restaurant,	15	15
Ridgewood, Roclure Hotel,	25	25
Salem, Schaefer House,	25	None
South Amboy, Ripponway Hotel,	20	20
South Orange, South Orange Hotel,	20	20
Trenton, Trenton House,	20	20
Tuckerton, Everett House,	25	20
Toms River, Riverside Hotel,	20	20
Vineland, Baker House,	33½	20
Westfield, Westfield Hotel,	25	25
Washington, Mt. Cloud Hotel,	25	20

* Sunday. Extra dinner. No discount, price 30 cents.

Members of the L. A. W. are requested not to present their "League Ticket" until after they have been informed of the amount of indebtedness to the hotel, providing they desire the discount. If none is allowed on production of ticket, please report at once with all particulars to me.

RUFERT GENTLE, Chief Consul.
 ELIZABETH N. J., June 12, 1906.

NEVADA ELECTION.

The consulate of Nevada is hereby established. The following is a result of the ballot for chief consul.

Whole number of votes..... 29
 A. C. Helmold, Reno..... 29
 Mr. Helmold will enter upon his duties at once.

ABOTT BASSETT, Secretary.

COLORADO DIVISION.

Phil Peters, Jr., appointed local consul at Highlands, Geo. S. Long, reinstated as local consul at Trinidad. Early in year mistake made in publishing names of two local consuls. Please note following corrections, local consul at Fountain, Joe M. Cell. F. S. Landell is local consul at Alma.

CHARLES WILMOTT DAWSON, Chief Consul.

June 22, 1906.

LOUISIANA ELECTION.

The following is a result of the election for chief consul in the newly established consulate of Louisiana.

Whole number of votes..... 15
 H. H. Hodgson, New Orleans..... 14
 H. C. Fearon, New Orleans..... 1
 Mr. Hodgson is declared elected and will enter upon his duties at once.

ABOTT BASSETT, Secretary.

GEORGIA ELECTION.

The following is the result of the election in the newly established consulate of Georgia.

Whole number..... 15
 M. J. Hirsch, Marietta..... 8
 A. J. Hattaway, Jr., Atlanta..... 6
 Scattering..... 1
 Mr. Hirsch is declared elected and will enter upon his duties at once.

ABOTT BASSETT, Secretary.

MONTANA.

I have this day appointed F. C. Pierce of Greatfalls local consul for that city for the L. A. W.

T. H. EMBERY, Chief Consul.
 HELENA, JUNE 10, 1906.

IOWA DIVISION.

The membership of the Iowa Division having increased an additional two hundred, I hereby appoint Herbert Johnson of Oskaloosa additional representative. I. R. Phillips of Sioux City having failed to renew, I hereby appoint Geo. D. Hutchison of Fort Madison as his successor as State Representative.

E. KOSTOMLATSKY, Chief Consul.

VETERANS, ANY!

Don't forget to go to Louisville and be in at the birth. We are getting letters from all over the United States. We have no program. We don't want one. The programme will come. Don't think we will go hunting for profit and pleasure, it will come. We are going to make it a great big honor to be a Veteran, and you had better be with us when we lay the corner stone.

ABOTT BASSETT, Secretary.

COMPARISONS.

APPLICATIONS:	June, 1894.....	1,494
" " 1895.....	3,097	
" " 1896.....	6,087	
Applications published in the months of April, May and June:		
" 1894.....	3,155	
" 1895.....	11,234	
" 1896.....	21,480	

RENEWAL LIST No. 8.

Including renewals from June 6 to June 19 inclusive.	
Alabama.....	1 Nevada.....
Arizona.....	1 New Hampshire.....
Arkansas.....	6 New Jersey.....
California.....	12 New Mexico.....
Connecticut.....	12 New York.....
District Columbia.....	10 North Carolina.....
Florida.....	62 Ohio.....
Illinois.....	170 Pennsylvania.....
Indiana.....	7 Rhode Island.....
Iowa.....	35 South Carolina.....
Kansas.....	6 South Dakota.....
Kentucky.....	15 Tennessee.....
Louisiana.....	1 Texas.....
Maine.....	4 Utah.....
Maryland.....	10 Vermont.....
Massachusetts.....	241 Virginia.....
Michigan.....	14 Washington.....
Minnesota.....	6 West Virginia.....
Mississippi.....	7 Wisconsin.....
Missouri.....	78 Canada.....
Nebraska.....	6 Mexico.....

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, July 3, 1896.

Total, 1,435-57,025.

OVER 118,000, ALABAMA, 3-49.

FLORENCE C. C.

467 Brown, Robert L., box 472, Florence
UNATTACHED.

8 Drennen, M. B., 1724 N. 14th ave.,
Birmingham

9 Eshburn, T. E., N. Slide Market,
OVER 118,000, ARKANSAS, 2-250.

P. B. C. C.

470 Oleott, Harry T., box 3, Pine Bluff
P. B. G. H. & C. C.

1 Smith, Sydney, box 225,
OVER 118,000, COLORADO, 25-630.

PIKE'S PK. R.

472 Carruthers, A. E., Col. Spring
Cyclo House, Colorado Springs

ALAPAHOE W. C.

3 Woods, Robert, 18 S. 5th, Denver
LEADVILLE C. C.

4 Kahn, Lee J., 212 W. 7th st., Leadville
TRINIDAD A. C. W. L.

5 Cullinar, Ralph, box A, Trinidad

6 King, E. B., 511 N. Commercial,
7 McComb, H. H. Cedar st.,
8 Rose, Chas. M., 352 Kansas ave.,
9 Rapp, Wm. W.,

480 Sanford, T. J., 115 Commercial,
UNATTACHED.

2 Ball, C. M., 5th st., Alamosa

2 Horton, O. H., Olathe

4 Horton, W. J., Boulder

5 Ives, John N., box 728, Boulder

6 Wangelin, Otto H.,

7 Forman, Geo. F., box 65, Breckenridge

8 Willoughby, R. S., box 75,

9 McReynolds, B. B., city hall,
Colorado Springs

490 *Rand, Mrs. F. W., 1001 S. Broad-
way, Denver

1 Wise, A. H., box 348,

2 Wise, Mrs. A. F., box 348,

3 Boucher, E. T., Salida

4 Gilbert, R. H., 2nd and I. st.,

5 Rutland, Perry,

6 Connor, Harry D., box 607, Victor

OVER 118,000, CONNECTICUT, 17-
1,154.

3 EAST LAKE C. C.

47 Lackie, D. M., 584 Seaview ave.,
Bridgeport

8 Sherwood, S. W., Southport

COLCHESTER C. C.

9 Ingalls, E. C., box 352, Colchester
CONN. B. C.

50 Bell, Geo. N., 4 High st., Hartford

T. C. C.

1 Bliven, W. H., 56 S. Main, Willimantic

2 Hall, Wm. H., S. Wellington

UNATTACHED.

3 Johnson, E. H., Aetna Life Ins
Co., Hartford

4 Lewis, Edwin P., Y.M.C.A., "

5 Nuttall, H. Y., Pope Mfg. Co., "

6 Gardner, Fred C., Middletown

7 Winsor, David F., 112 State st.,
New Haven

8 Brantham, F. E., Stamford

9 Pratt, Elias, M. D., Cook st., Torrington

510 Etienne, A. B., 50 Summer st.,
Waterbury

1 Lincoln, S. M., box 1115, W. Winsted

2 Toles, Carrie W., Mechanic st.,
Westville

3 Bennett, H. N., 15 Fairview, Willimantic

OVER 118,000, DELAWARE, 3-46.

UNATTACHED.

514 Dame, Rev. G. W., Smyrna

5 Hammond, Rev. K. J., Highlands

P. O.

6 Yeager, Preston W., 408 King st.,
UNATTACHED.

OVER 118,000, DISTRICT OF COLUM-
BIA, 16-159.

CAPITAL B. C.

517 MacDaniel, N. 1300 Fenn. ave.,
Washington

8 Tower, F. W., R. 223, Patent of, "

9 Willard, Henry K., 1416 1st st., "

UNITED WHEELMEN.

520 Hahn, H. W., 935 New York ave., "

WASHINGTON ROAD CLUB.

1 Gensler, A. C., 1218 13th st., N.W., "

2 Moore, F. W., 417 9th st., N.W., "

3 Hall, Geo. S., 417 9th st., N.W., "

UNATTACHED.

4 Bares, W. S., 111 6th st., B.W., "

5 Dougal, Wm. M., 3179 U. st., N.W., "

6 De Riva, E. C., 417 9th st., N.W., "

7 Dobson, W. H., 100 11th st., N.E., "

8 Griffith, Dr. S. H., U.S.N., 1308
New Hampshire ave., "

9 Gould, Chas. G., 1617 13th st., N.W., "

530 Harrison, Fairfax, 1200 Penn. ave., "

1 Morrow, J. W., 1214 T. st., N.W., "

2 Stangorier, L. C., 513 16th st., N.W., "

OVER 118,000, GEORGIA, 1-32.

UNATTACHED.

532 Ulmer, B. F., 32 Bull st., Savannah

OVER 118,000, ILLINOIS, 34-2,330.

LAKE VIEW C. C.

534 Goodwin, J., 114 Mariana st., Chicago

MONROE C. C.

5 Newborg, Andrew, 437 La Salle st., "

6 Ogren, Hjalma., 625 Shober st., "

SOUTH SIDE C. C.

7 Wise, H. C., Calumet Club, 20th
and Michigan.

DIXON C. C.

8 Griffin, John C., Dixon

ELGIN C. C.

9 Murphy, John J., National Home, Elgin

JOLIET C. C.

540 Drew, S. J., 214 Barber Bldg., Joliet

LA ORANGE C. C.

1 Marsh, O. B., La Grange

2 McClellan, E. B., "

Y. W. C. A. C. C.

3 *Francis, C. O., 140 High st., Peoria

UNATTACHED.

4 Ahlgren, J. S., 7 Randolph st., Chicago

5 Benson, Robt. L., 200 Market st., "

6 Boole, Wm. A., 300 Hoven ave., "

7 *Conney, W. J., 500 25th st., "

8 Davis, F. Ben., 211 Madison st., "

9 Finkler, J. W., 1821 Oakland ave., "

550 *Phillips, Mrs. A. W., 513 Carroll
ave., "

1 Peabody, E. W., 5747 Madison ave., "

2 Ritchie, W. E., 4429 Lake ave., "

3 Ritter, Oscar, 13 Randolph st., "

4 Schoen, A., 343 Dearborn ave., "

5 Vickers, Chas., 6943 Madison ave., "

6 Willis, Geo. G., 122 Franklin st., "

7 Holtzman, J. T., 15 Main st., "

Champaign

8 Graham, James A., Cramer

9 Weisler, H. J., Freeport

560 Birmingham, Will J., Galena

1 Gray, D. N., Maroa

2 Smith, M. D., Nashville

3 Thompson, W. W., box 67, Norris

4 Eckenrode, S. J., Jr., box 125, Otney

5 Wachenheimer, J., box F, Peoria

6 Moore, Thos. S., Robinson

7 Ingram, W. W., Rutland

OVER 118,000, INDIANA, 17-774.

TRIANGLE C. C.

568 Burrows, S. A., 19 Columbia, Ft. Wayne

9 Schaar, A., 96 De Wald st., "

570 Bartley, O. H., Wolf Lake

M. C. C.

1 Robinson, L. M., City Bldg., Madison

L. C. C.

2 Smock, Herman, Sullivan

Y. M. C. W. C.

3 Hucksby, J. W., 158 W. 1st st.,
New Albany

UNATTACHED.

4 McLeod, B. L., 308 West Walnut,
Frankfort

5 Smith, Walter W., 360 S. Main, "

6 Ward, John J., Main & Walnut, "

7 Kolb, Chas., 401 S. Main st., Goshen

8 Bemis, George, Greensburg

9 Lattell, Will,

580 Lautzenhiser, J. S., N. Manchester

1 Olinger, Chas. H., box 751, Rochester

2 Stoddard, Warren G., Summitville

3 Manly, Ross, box 106, Valparaiso

4 Ladd, J. J., "

OVER 118,000, INDIAN TERRITORY,
1-1.

UNATTACHED.

585 Beringer, Exp., box 225, Purcell

OVER 118,000, IOWA, 74-1,253.

CHYMES B. C.

586 Baylis, W., 515 3d ave., Cedar Rapids

SYRACUSE B. C.

7 Rudolph, S. L., "

C. R. C. G.

8 Eakin, Geo. W., "

D. C. C.

9 Hale, F., 408 Walnut st., Des Moines

D. C. C.

590 Egelhof, F. L., Dubuque

1 Elwell, P. T., Schreiber, Couchar
& Westphall Co.

2 Jasser, A. C., Dub. Casket Co., "

3 McLaughlin, E. J., 29 Caledonia pl., "

4 Phil, Henry R., Dub. C. C.

5 Smith, E. P., Dub. Light & T. Co., "

6 Yates, Thos., 29 Alma st., "

7 Ternes, G. W., 14th & Clay,
ORANGE SOCIAL B. C.

8 Miller, J. O., Grand Mound

K. W.

9 Anderson, F. M., 1010 Bank, Keokuk

600 Piek, Frank C., 24 N. 5th st., "

1 Taber, E. C., 318 N. 5th st., "

2 Blabac, Warren T., box 224, "

3 Thomas, F. G., Moosar

J. C. C.

4 Head, John, Jefferson

5 Latchem, Earl, "

M. C. C.

6 Mack, E. S., Marshalltown

M. C. C.

7 *Stuckney, Mrs. Katherine, Moulton

L. A. W. OF NEVADA.

8 Henkel, John, box 583, Nevada

9 Hamilton, Louise, box 648, "

O. W. C.

610 Wixey, C. W., 215 W. 4th, Ottumwa

VINTON C. C.

1 Ray, E. K., box 34, Vinton

2 Quinn, Portie, box 36, "

3 Port, Glenn A., box 54, "

4 Young, E. P., "

5 Allen, R. J., "

6 Speers, J. C., "

7 Kennedy, John J., box 750, "

UNATTACHED.

8 Canfield, S. P., B. C. R. & N. R.
Cedar Rapids

9 Forrey, W. J., 325 1st ave., "

620 Greene, W. J., 18 Dows Bldg., "

1 Hill, Elmer E., Golden Earle, "

2 Johnson, A. H., 1903 3rd ave., "

3 Laurence, Chas. A., "

4 Wagner, W. A., 525 1st ave., "

5 Putnam, F. H., Mer. Nat. Bank, "

6 Smith, J. H., 18 Dows Bldg., "

7 Stark, L. J., "

8 Stark, Thos., "

9 Weakley, P. M., 822 3rd ave., "

630 Weld, L. P., 525 1st ave., "

1 Bullrig, Jas. W., 222 2nd ave., "

2 Dows, S. L., Jr., box 407, "

- 1 Jenkins, C. N., 1207 2nd ave., "
 4 Jordan, C. R., box 487, "
 5 Wheelan, J. F., 2nd ave. & 2nd st., "
 6 Fowle, Lloyd, Clarksville
 7 Dannatt, F. W., 610 10th ave., Clinton
 8 Billings, D. E., 114 S. Elm, Cresco
 9 Graf, Miles M., 114 S. Elm, "
 640 Lofthus, Ole, J., 104 N. Elm, "
 1 Lowry, Fred B., 121 S. Elm, "
 2 Platt, Jas. L., 123 S. Elm, "
 3 Sobolik, Jas. J., 129 S. Elm, "
 4 Terry, Carl L., 108 N. Elm, "
 5 Thomas, Ed. J., Court House, "
 6 Sheldon, H. M., Coggon
 7 Clements, H. B., 521 W. 15th st., "
 8 Eglia, Jno. H., c/o J. M. Eglie, Davenport
 & Co., "
 9 Kent, W. P., "
 600 Beall, Clyde, 514 E. Locust st., Des Moines
 1 Fleur, Ed. O., 413 E. 6th st., "
 2 Lewis, Dwight N., 1095 Fillmore, "
 3 Lindstedt, Chas., Kirkwood House, "
 4 Miller, Geo. F., 120 Locust st., "
 5 Hoover, Wm. H., box 407, Fayette
 6 Ward, J. A., 104 S. 1st ave., Marshalltown
 7 Burnham, Walter A., Osage
 8 Smith, C. E., Paton
 9 Mitchell, Edward, box 395, Vinton
 OVER 118,000, KANSAS, 18-697.
 600 Heavey, George H., 234 Del. st., Leavenworth
 1 Kelly, J. V., box 142, "
 2 Reeves, Edgar H., Mfrs. Bk. Bldg., "
 PARSONS C. C. Parsons
 3 Well, Irvin, "
 4 Kubitschek, Ed. C., Salina
 5 Grosser, Will F., "
 T. A. A. W. "
 6 Huling, E. F., 1104 Monroe st., Topeka
 P. W. "
 7 Hiefield, E. C., Pittsburg
 UNATTACHED.
 8 Brown, C. R., Augusta
 9 Kniberg, V. R., Chetopa
 670 Jacoby, W. H., Dodge City
 1 Kyner, Geo. E., Junction City
 2 Durum, J. C., Council Grove
 3 Hill, Chas. A., "
 4 Howell, Clarence W., Lawrence
 5 Schulz, C. G., 26 W. Henry, "
 6 Kirkpatrick, Lieut. G. W., Fort
 Leavenworth, Leavenworth
 7 Frank, J. M., 614 W. 10th st., Topeka
 OVER 118,000, KENTUCKY, 7-616.
 UNATTACHED.
 678 Carvell, Walter D., Allenaville
 9 Park, W. W. (P.O. 515 Bynamore
 st., Cincinnati, Ohio), Covington
 600 Adams, Mrs. J. L., 925 4th, Louisville
 1 Adams, John L., 925 4th, "
 2 Crawford, Shirley M., 1712 W. Jeff. st., "
 3 Robinson, A. G., 816 4th ave., "
 4 Wilcox, Geo. E., 224 W. Walnut, "
 OVER 118,000, LOUISIANA, 1-46.
 UNATTACHED.
 606 Bentley, W. R., Zimmerman
 OVER 118,000, MAINE, 6-448.
 UNATTACHED.
 606 Straw, Neil W., M.D., Main, Gorham
 7 Barker, Geo. O., box 1, Knightville
 8 Reynolds, F. A., 623 Main st., Lewiston
 9 Stephen, John E., Rumford Falls
 600 Nudel, F. D., 44 S. 1st st., Waterville
 1 Babb, Fred W., box 535, Westbrook
 OVER 118,000, MARITIME PROV-
 INCE, 1-1.
 602 Rastrick, Miss E., 46 Maria st.,
 Hamilton, Ontario, Can.
 OVER 118,000, MARYLAND, 51-623.
 CENTAUR B. C.
 608 Duke, W. B., Chas. & Cathedral
 sts., Baltimore
 4 Wigley, Wm., 323 S. Broadway, "
 SYLVAN C. C. "
 5 Albaugh, J. W., 626 W. North ave., "
 6 Goldsborough, P. L., High st.,
 Cambridge
 7 Bradshaw, J. H., Cedar st., "
 8 Foble, A. J., Race st., "
 9 Graham, Lieut. S. L., "
 700 Gulach, Geo. M.D. ave., "
 1 Moore, Wm. W., High st., "
 2 Page, Thos. C., High st., "
 3 Skinner, Philip, Locust st., "
 4 Tschautre, Jno. A., M.D. ave., "
 5 Fall, Jno. F., Madison
 6 Miles, Alonso L., Mill st., Cambridge
 7 Merrick, Wilton, "
 AVON C. C.
 8 Kendall, Leon, Easton
 CRESCENTIA W.
 9 Bahn, A.W., 548 Hamilton terrace, Baltimore
 P. C. A.
 708 Chisholm, F. M., M.D., 114 W.
 Franklin st., "
 KNICKERBOCKER B. C.
 1 Fisher, E. M., South & German sts., "
 2 West, R. C., 300 Spears Wharf, "
 3 Alley, G. C., U. S. Marine Hospital, "
 4 Andre, Albert, 335 Francis st., "
 3 Stowell, J. W., Federalburg
 UNATTACHED.
 4 Thomas, F. S., 1228 Madison ave.,
 Baltimore
 5 Chew, J. W., box 941, "
 6 Larrabee, Stewart, 111 W. Balt. st., "
 7 McKim, S. S., Balt. & St. Paul sts., "
 8 Alley, G. C., U. S. Marine Hospital, "
 9 Andre, Albert, 335 Francis st., "
 720 Batten, Geo., 1123 N. Carey st., "
 1 Bluck, C. B., Central Sav. Bank, "
 2 Casey, Miss M., 1603 N. Caroline st., "
 3 Godby, Alex. J., 1602 Park ave., "
 4 Hoffman, J. L., Jr., 112 E. Frank-
 lin st., "
 5 Knapp, C. H., 8 E. Lexington st., "
 6 Knapp, J. F., 1334 W. Balto. st., "
 7 Lemon, Miss N. K., 1502 Park ave., "
 8 Lee, Calvin C., 223 St. Paul st., "
 9 McLaugh, R. P., box 51, "
 720 Oeburn, J. T., 703 Portland st., "
 1 Price, R. W., 1229 N. Calvert st., "
 2 Schwab, W. A., 928 W. North ave., "
 3 Turner, F. K. J., 1216 Homewood
 "
 4 Woolf, I. Marina, 1701 Harlan ave., "
 5 Gilpin, J. E., 241 Dolphin, "
 6 Biedler, F. R., 712 Equitable Bldg., "
 7 Biedler, Mrs. F. R., 1708 St. Paul st., "
 8 Goldsborough, Mrs. P., High st.,
 Cambridge
 9 Steffany, John G., Hagerstown
 740 Spedden, W. H., Oakland
 1 Sincell, Benj. H., 110 2nd st., "
 2 Haines, H. H., Rainsman
 3 Benson, O. H., St. Michaels
 OVER 118,000, MASSACHUSETTS,
 127-8-275.
 ROX. B. C.
 744 Jenkins, Geo. F., 241 Col. ave., Boston
 WINNIMISSETT C. C.
 5 Pierce, W. E., Brookfield
 6 Boynton, Walter, box 293, N. Brookfield
 REVIEW C. C.
 7 Keene, Thos. M., 16 Lawrence, Chelsea
 TIGER ROADSTERS.
 8 Manton, Wm., 16 Spring Garden,
 Dorchester
 E. W.
 9 Henderson, F. R., 201 Hancock, Everett
 EASTERN WHEEL CLUB.
 750 Fellows, Miss B.A., 251 Chatham,
 Lynn
 2 Wheeler, Miss A. L., 13 Rockland, "
 1 Leck, Miss E. S., 5 Stephen, "
 METROPOLITAN C.
 3 Dwyer, C. M., 592 E. 6th st., S. Boston
 S. BAPTIST C. C.
 4 Andrews, E. J., 11 Lewis st., "
 FRAMINGHAM C. C.
 5 Preet, A. H., box 129, S. Framingham
 CENTRAL CLUB RIDERS.
 6 Lincoln, Willison, 46 Laurel, Somerville

CONN. VALLEY WHEELMEN.

- 1 Ganthier, P. N., 74 Wilcox, Springfield
 2 Ganthier, C. J., 74 Wilcox, "
 TAUNTON C.
 3 Seelye, Geo. W., box 302, Taunton
 UNATTACHED.
 700 Grant, D. J., 21 Centre ave., Abington
 1 Rankin, E. J., 24 Centre, Arlington
 2 Goodridge, H.L., 51 Winthrop ave.,
 Beachmont
 3 Walter, Alfred J., Bedford
 4 Allen, Frank F., 5 Water, Boston
 5 Hallard, Jas. F., 19 Boylston pl., "
 6 Bruce, Chas. M., 175 Devonshire, "
 7 Boyd, H.D.M.D., 470 Columbus ave., "
 8 Farley, Arthur C., 141 Essex, "
 9 Farley, Wm. T., 141 Essex, "
 770 Hathaway, J. S., 182 South, "
 1 Lockwood, Thos. S., 4 Winthrop sq., "
 2 McDonald, F. N., 507 Tremont, "
 3 Puleifer, Geo. R., 18 State, "
 4 Reid, E. S., 15 Elliot, "
 5 Sampson, J. P., 1 Oxford terrace, "
 6 Seven, Capt. Geo. C., 494 Washn., "
 7 J. J., box 252, "
 8 Shoemaker, D. J., 67 Pembroke, "
 9 Sharp, Peter, 163 Franklin, "
 720 Vinton, Frederick P., 247 Newbury, "
 1 Wood, F. H., 121 Pembroke, "
 2 Norton, D. W., 4 Whiting st., "
 3 Curtis, Wm. R., 1060 Washington st., "
 4 Fitzgerald, J. J., 523 Washington, "
 5 Raymond, Geo. A., 711 Boylston st., "
 6 Goodrich, Mrs. J. A., 223 Colum-
 bus ave., "
 7 Curtis, F. H., Broadway Natl. Bk., "
 8 Little, A. M., Howard Watch Co., "
 9 Brett, E. L., 202 Washington st., "
 720 Meader, Dr. E. E., 364 Boylston, "
 1 Pope, Thos. E., Rockland, Brighton
 2 Holmes, Will F., 114 Summer, Brookline
 3 Tucker, Albert E., 121 Liberty st., "
 4 Dolbear, Fred T., 22 Thorndike,
 Brookline
 5 Schlesinger, B. E., Warren st., "
 6 Clements, T. W., 13 Davis ave., "
 7 Small, Fred C., Buzzards' Bay
 8 Lambert, Wm. B., 5 Huxford, Cambridge
 9 Matheson, D. H., 1163 Cambridge,
 Cambridgeport
 800 Draper, Chas. N., Pleasant, Canton
 1 Seavey, E. L., 13 Sullivan, Charlestown
 2 Hill, David J., Cohasset
 3 Ruggles, P.B., 170 Magnolia, Dorchester
 4 Tolman, F. R., 725 Washington, "
 5 Flye, B. J., 4 White st. pl., E. Boston
 6 Newton, Roland S., Fayville
 7 Fode, W. H., High school, Fall River
 8 Green, Miss B. H., (P.O. Col.
 Grunevald bei Berlin, Bayme st.,
 4, Germany), Haverhill
 9 Buttmer, T. H., Lincoln, Hingham
 810 Ramsdell, T. Ellis, Housatonic
 1 Durning, S. B., 7 Thomas, Jamaica Pl.
 2 Morgan, C. W., 19 Wyman, "
 3 Peterson, Geo. D., 19 Wyman, "
 4 Wray, Walter, 25 Spring Park ave., "
 5 Wing, F. R., 19 Boylston st., "
 6 Sangster, Wm., 83 Green st., "
 7 Taylor, S. B., box 125, Jefferson
 8 Bacon, Geo. F., Leicester
 9 Davidson, Geo., "
 820 Longley, Frank E., 35 Ashland, Lynn
 1 Morrill, C. H., 36 Clifton ave., "
 2 Root, Wm. E., 78 Lewis, "
 3 Hunt, Miss Bessie, 56 Slickney st., "
 4 Philbrick, C. J., 20 Red Rock st., "
 5 Kelley, H. W., Woodland st., Merrimack
 6 Eldredge, Margaret, 61 Wash., Malden
 7 Bragdon, Frank E., Marblehead
 8 Millett, Henry C., "
 9 Eddy, Will C., Medford Hillsdale
 830 Gurney, E. C., box 362, Middleboro
 1 Bowers, L. P., 64 Pembroke, Newton
 2 Mariell, A. E., Nevada, Newburyville
 3 Marshall, Earle P., Elm, N. Easton
 4 Sleeper, Carl R., Orange
 5 Tolman, Edward, 18 Church, Pittsfield

6 Ella, George A., Plympton
 7 Glynn, Wm. H., 40 Hammond, Roxbury
 8 Davey, W. F., 60 Prescott, Somerville
 9 Laughlin, Wm. H., 44 Burnside ave.,
 10 Rice, Dr. A. R., 36 Temple st.,
 11 Rice, Donald B., 36 Temple st.,
 12 Welser, Dr. W. R., 36 Main, "
 13 Weston, Dr. Geo. D., 36 Main, "
 14 Webb, Frank L., 36 Walnut, "
 15 Foster, C. P., 39 Spring, Taunton
 16 Cheney, C. A., 36 Main, Wakefield
 17 Mackenzie, Donald, 19 W. Water, "
 18 Ward, J. W., box 190, "
 19 Corvill, W. L., 301 Brown, Waltham
 20 Fogg, Chas. J., box 15, "
 21 Moore, Elizabeth S., box 3, Waverley
 22 Manson, Warren F., box 133, "
 23 Eddy, Chas. H., box 439, Webster
 24 Buttram, R. H., 23 Charles st., Westfield
 25 Clark, Edith M., box 201, W. Medway
 26 Minon, John, 54 Holland, W. Somerville
 27 Harbison, E. E., 50 Irving st., "
 28 Austin, C. H., 63 Irving st., "
 29 Gibson, W. F., Rich Hall, Wilbraham
 30 Davis, R. S., 121 Main, Winchester
 31 Chadsey, G. B., Revere st., Winthrop
 32 Dolman, Laura A., Lincoln st., "
 33 Gerham, Frank R., box 6, Wollaston
 34 Lincoln, W. S., box 563, Worcester
 35 Brunella, A. B., 18 Barton pl., "
 36 Coombs, Z. W., 23 Richards, "
 37 Kimball, F. E., 3 John st., "
 38 Lewis, W. H., 123 Chandler, "
 39 Macaulay, C. R., 43 Main, "
 40 Stevens, F. S., 43 Agricultural, "
OVER 119,000, MICHIGAN, 23-728.
 41 Bradley, N. C., 24 Page ave., Jackson
 42 Frank, Chas. A., 123 W. Pearl st., "
 43 Stevens, Chas. C., Stowell House, "
UNATTACHED.
 44 Burrows, Chas. W., 14 Maynard
 45 Wood-Allen, M. C., 31 Washenaw
 46 Ave., "
 47 Begole, Hannah, box 67, Delray
 48 Begole, Fanny, box 67, "
 49 Binck, W. D., 114 Charlotte ave.,
 50 Halloran, T. F., 134 17th st., Detroit
 51 Hay, A. L., 5 Lombard terrace, "
 52 Logan, C. H., 256 Van Dyke ave., "
 53 McGraw, Homer, 69 McGraw Bld., "
 54 Newman, R. A., M.D., 178 Lafayette
 55 ave., "
 56 Harris, F. E., Escanaba
 57 Morris, H. H., "
 58 O'Connell, E. F., "
 59 Shaddick, C. J., Ionia
 60 Burhans, W. P., "
 61 Holcomb, J. E., 223 2nd st., Jackson
 62 Sebring, J. L., 405 W. South st.,
OVER 119,000, MINNESOTA, 15-394.
UNATTACHED.
 63 Barney, F. E., 915 S-E 4th st.,
 64 Eastbrook, J. T., 123 Pleasant st.,
 65 Eggen, H. O., 1009 S. 17th st., "
 66 Harkins, C. H., 413 Guar. Loan Bld., "
 67 Haven, Frank V., 30 Cham. of Com., "
 68 Henninger, H. L., 427 S.E. 5th st., "
 69 Merrill, Alfred E., 1515 Harmon pl.,
 70 Funk, J. C., box 125, Pipestone
 71 Grun, C. E., box 109, "
 72 Clark, T. W., box 710, St. Cloud
 73 Hubb, W. J., 516 St. Germain st., "
 74 Price, Harry E., box 35, St. James
 75 Price, Geo. U., "
 76 Curry, E. H., 427 Marshall ave.,
 77 Carel, H. C., 237 Main ave., St. Paul
OVER 119,000, MISSISSIPPI, 3-48.
COLUMBUS, C. C.
 78 Andrews, J. C., Columbus
 79 Broyles, J. C., "
 80 Stevens, L. W., "

OVER 119,000, MISSOURI, 37-2,007.
MACON B. C.
 811 Pickerson, A. R., Macon
 812 Wiedner, E. R., "
MARSHALL C. C.
 813 Huston, A. E., 427 S. Odell ave.,
MONETT W. C.
 814 Hoyt, George L., Monett
 815 Hoyt, Mrs. Mary O., "
 816 Jewett, Miss Carrie M., "
 817 Short, C. O., "
 818 Tarbet, J. A., "
 819 Watts, F. L., 307 St. Louis st.,
 820 Watts, Len., 307 St. Louis st.,
UNATTACHED.
 821 Bragg, Dr. E., Brunswick
 822 Norton, M. H., "
 823 Saeed, L. A., "
 824 Tschand, E. J., "
 825 Clendenen, C. C., box 722, Columbia
 826 Davis, C. W., box 1002, "
 827 Hickok, C. E., "
 828 Virion, W. A., "
 829 Van Oudeh, F. G., Greenfield
 830 Kehler, W. D., c/o Emery, Bird,
 831 Thayer & Co., Kansas City
 832 Smith, C. C., 1230 Prospect ave., "
 833 Whyte, F., 1117 Walnut st., "
 834 Glenn, J. H., 123 Locust st., "
 835 Morehead, Miss Sallie, Salisbury
 836 Rice, S. H., 316 N. 10th st., St. Joseph
 837 Westheimer, S. F., 207 S. 3rd st., "
 838 Devoy, Eugene, 223 Locust st., St. Louis
 839 Harris, Berney, 513 Wash. ave., "
 840 Henley, J. V., 722 Locust st., "
 841 Ludlow, W. C., 534 Olive st., "
 842 Norling, Chas. A., 1500 Penrose st., "
 843 Perry, Geo., 1225 Wash. st., "
 844 Ravold, G. M., 2306 Morgan st., "
 845 Finkel, B. F., 1230 Wash. ave.,
Springfield
 846 Holland, Chas., "
 847 Newton, D. E., 227 Market st., "
 848 Waliney, W. J., 907 Benton ave., "
OVER 119,000, NEBRASKA, 33-310.
Aurora C. C.
 945 Beuchler, J. O., Aurora
 946 Swanson, Frank E., "
Fairburg C. C.
 947 Gierke, O. C., 2705 E st., Fairburg
 948 Pease, A. V., "
Geneva V. C.
 949 Ough, Claude H., Geneva
 950 Spear, W. L., Oriental C. O.
 951 Lindgren, H. W., 1104 W. John st.,
Grand Island
 952 Graham, J. T., 121 N. Green st.,
 953 Harriott, A. B., W. 3A st., "
C. C. C. C.
 954 Altman, C. C., Bault Richards Bld., Lincoln
 955 Dunn, H. M., 206 S. 27th st., "
 956 Gerhart, W. L., 1222 M. st., "
 957 Harbeck, W. G., 2705 E st., "
 958 McGreer, Ray, 945 C st., "
 959 Robb, Emil, 912 S. 12th st., "
 960 Schuler, A. C., 300 S. 11th st., "
 961 Sitzer, Chas. B., 1126 O st., "
 962 Woods, Geo. J., 1445 E st., "
 963 Wyckoff, N., 144 S. 29th st., "
Lincoln W. C.
 964 Hosford, Ben F., 2624 Franklin st., Omaha
 965 Newcomb, Frank S., 112 Cham. of
 966 Comp. Bldg. e., "
Yark C. C. C.
 967 Campbell, C. O., York
 968 Hyder, J. V., "
Beatrice
 969 Bradt, Miss G., 803 Market st.,
 970 Gage, Paul V., Paddock Hotel, Fairbury
 971 Strone, Leander, "
 972 Moore, Geo. W., Drugist, Kimball
 973 Attell, Guy L., Madison Hotel, Omaha
 974 Benedict, Herbert F., Drawer 27, "
 975 Sisson, F. A., 2919 Mason st., "
 976 Turner, Curtis T., Omaha Club, "
 977 Young, W. W., Upland
 978 Eldridge, Mrs. G. G., York
OVER 119,000, NEW HAMPSHIRE, 6-
N. H. C. C.
 981 Ayar, Geo. L., 25 Cabot st., Manchester
 982 Keet, Maudie, M. D., 8 N. State st.,
Concord

3 Lottels, E. J., 293 West st., Keese
 4 Lottels, L. F., 293 West st., "
 5 Whittier, Geo., 5 Tanager st., Portsmouth
 6 Garland, Herbert L., 84 Cass st., "
OVER 119,000, NEW JERSEY, 93-
378D.
Arlington B. C.
 987 Hart, John Hillier, Arlington
 8 Mackintosh, Jas. A., 515 3d. ave.,
Asbury Park
 9 B. A. & B. C., "
 9 Joetell, William H., 94 Thomas, Bloomfield
 10 Owe, B. C., Charles, Warren, "
 990 Landon, Capt. T. D., Box 14, Bordentown
 11 Navas, R. Harry, Box 330, "
Chatham W.
 2 Berry, Anson T., Chatham
 3 Hackenack W., Hackenack W.
 4 Brockman, Geo., Main st., "
 5 Conklin, Charles, Warren, "
 6 Claiborn, J. A., Essex, "
 7 Hase, Nelson M., Jr., Atlantic, "
 8 Weeks, Walter H., 80 Park, "
 9 Carleton C. C., "
 10 Glenn, John, 8 Exchange pl., Jersey City
 11 Jersey City Club, "
 12 Burnsted, Charles W., 111 1st st., Jersey City
OVER 119,000.
Niantic W.
 990 Duane, Joseph, 62 Newark ave., Jersey City
 1 Stone, John F., 8 Erie, "
 2 Smith, F. H., 7 Madison ave., "
 3 M. C. C., "
 4 Atglander, W. F. L., Maplewood
 5 Sabodacia C. C., "
 6 Becker, William H., Morristown
 7 Bowar, L. G., 6 Trust Co. bldg., "
 8 P. C. C., "
 9 Rapp, J. G. (P. O. cr. E. Tilton, Suf.,
 10 farm, N. J.), Passaic
 11 T. C. C., "
 12 McKain, J. S., Teaneck
 13 MacIntyre, Theodore L., "
 14 Marston, C. W., "
 991 Beckus, Talcott, 228 Hamilton ave.,
 992 MacIntyre, Charles A., 157 Passaic, Trenton
 1 Perry, Alice B., Wilderth
 2 Weber, John, 423 Liberty, Weehawken
 3 Unattached, "
 4 Rialay, John C., 19 Mt. Vernon ave.,
 5 Gilbert, Wright L., 7 Baylis, Atlantic City
 6 Elmer, Robt. F., 604 Commerce st.,
 7 O'Brien, Mrs. William, Main, Bridgeton
 8 Van Bunker, DeWitt, 805 ave. C.,
 9 Smith, W. H., 2988 ave. C.,
 10 Fowden, Sam'l, 40 N. Front, Camden
 993 Wilson, Chas. H., 422 So. 6th, "
 1 Needles, Sol., 508 Wash., Cape May City
 2 McBride, James F., Delwanna
 3 Anderson, John D., box A, East Orange
 4 Gilson, Edward C., 41 State, "
 5 Nash, Dr. Charles A., 507 William, "
 6 Pollard, Albert W., 32 N. Maple ave., "
 7 Starr, Charles, box A, "
 8 Trons, F. E., Second st., Elizabeth
 9 Griffiths, Mrs. G. F., Maple ave.,
 10 Graw, Lewis E., Hackenack
 11 Emmeson, Walter C., box 82, Hamilton Bld.
 12 Charles, Byron, 141 Main, Hartsville
 13 Richards, William, "
 14 Dodds, James, 710 Ocean ave., Jersey City
 15 Grabo, E. O., 1654 Union, "
 16 Whyte, Robt. M., 331 Webster ave., "
 17 Golling, H. B., Leonis
 18 Golding, H. D., "
 994 Bauer, Herman D. (Elizabeth P. O.),
 1 Browning, H. L., Linden
 2 Browning, Mrs. H. L., "
 3 Durall, Atchae, Lawrenceville
 4 Ayers, Elizabeth E., 8 Hill, Morristown
 5 Hoffman, H. B., 35 Western ave., "
 6 "dies, Jas. T., Speedwell ave., "
 7 Van Rensen, Mary S., box 240, "
 8 O'Gorman, Mrs. Mary E., 89 Lincoln Park, "
 9 Harrett, James G., Jr., 63 Lincoln Park, "
 10 Christian, Rev. W. M., 960 Broad, "
 11 Davis, Simon, 943 Broad, "
 12 Rapp, William N., 183 Market, "
 13 Tompkins, F. E., 141 Elm, "
 14 Davenport, Wm. E., 198 Garfield st., "
 15 Snodgrass, H. E., 208 Summer ave., "
 16 Snyder, J. E. C., M. D., "
 17 Brown, F. E., 141 Elm, "
 18 Timpon, Albert F., 14 Fairview ave., "
 19 Keller, Frank J., 160 Marshall st., Paterson
 995 Webb, F. S., 300 Ellison, "
 1 Barbour, J. R., "
 2 Povey, David, 298 Hamilton ave., "
 3 Thomas, Robt. H., 67 Auburn st., "
 4 Horace, A. O., box 80, Point Pleasant
 5 McFarland, William, Forman ave., "

- 6 Wilson, Walter G., Riverton
7 Myers, Jno. B. (P. O. Juniper and
Market, Philadelphia, Pa.)
8 Myers, E. B. S.,
9 Fahstom, R.,
10 Lofie, Thomas A.,
11 Bennett, George G., Salem
12 Hillard, J. B.,
13 De Forest, Robert W., Seabright
14 Odell, Robert J., S. Orange
15 Barreau, H. D., 222 E. State,
Trenton
16 Knowles, W. H., 323 Spring,
Trenton
17 Risdon, Edgar S., 720 Cass,
Trenton
18 Skillman, William F., State and Broad,
Trenton
19 Mathis, J. Frank, Green,
Trenton
**Over 110,000, NEW YORK, 343-
10,074.**
20 Levia, A. R., Wheelman,
060 Oliphant, Walter L., 301 Stuyvesant
ave., Brooklyn
21 Schmid, W. B., Jr., 607 Broadway,
Brooklyn
22 Stock, Joseph F., 100 Mohr ave.,
Brooklyn
23 Hans, Wm. F., Tucker B'd'g,
Brooklyn
24 Kanawada C. C.,
25 Zimmerman, F. L., 215 E. Water,
Elmira
H. H. C.,
26 Hariz, John C., Hudson
27 Miller, Wm. A.,
28 Rooney, Wm. F.,
29 Vincent, Milton T.,
Hiverside W.
0 Bolander, Geo., 902 Amsterdam ave.,
New York
060 Shepard, W. A., Jr., 315 Broadway,
New York
1 Sullivan, James, 653 Boulevard,
New York
2 Brown, C. H., 322 W. 10th st.,
New York
3 Arch, C. C.,
4 Geering, Alfred, 111 McDougal, New York
Avis Wheelman,
4 Johnson, Edw., 203 W. Western ave.,
Central Park W.
5 Stewart, M. C., 130 W. 129th,
C. C. C.
6 Utten, William C., 166 7th Ave.,
New York
7 White, Walter J., 152 W. 9th,
New York
8 Wood, William, 122 W. 101st,
New York
9 Geary, Henry L., 318 Broadway,
New York
100 Whitney, Edgar A., 318 W. 53d,
Hempstead C. C.
1 Alliger, Charles H., 56 Pine, New York
102 Hodge, M., Box 19, Hempstead
13 Spencer, C., Crighton, box C.,
New Rochelle W.
4 Bargaal, L. W., Lehigh, New Rochelle
5 Cameron, R. H., Lehigh, New Rochelle
6 Francis, Charles W., North,
New Rochelle
7 Forbes, R. L., 11 Franklin ave.,
New Rochelle
8 Glass, George A., 105 Franklin ave.,
New Rochelle
9 Gittmore, Charles J., 250 Main,
New Rochelle
10 Peebles, Thomas, 335 Main,
New Rochelle
11 Skelton, Charles H., 155 Franklin ave.,
New Rochelle
12 Whiting, Bertha,
New Rochelle
2 Morison, H. R., 72 Wooster,
New York
Maple City W.
3 O'Connor, Daniel, 38 Patterson, Ogdensburg
Seneca Wheelman
4 Bull, Schuyler W., 13 Pearl, Rochester
White Triangle W.
5 Ruess, John, Jr., Chert, Coon & Co., Troy
E. C. C.
6 Windheim, Jos. J., 171 Columbia, Utica
L'attaché
7 Morton, W. G., 351 State st., Albany
8 Gibson, Charles A., 432 Sherman, Astoria
9 Stevenson, George, S. 3 John, Auburn
120 Norton, C. F.,
Risinghamton
1 Talham, Jno. H., Hotel Bennett,
Brooklyn
2 Bennett, O. T., 120 19th,
Brooklyn
3 Anderson, Wm. C., 415 Hancock, Brooklyn
4 Adkins, Arnold H., 702 St. Marks ave.,
Brooklyn
5 Armstrong, F. A., 240 President,
Brooklyn
6 Clark, John H., 240 Gates ave.,
Brooklyn
7 Crockett, Robert, 202 Rodney,
Brooklyn
8 Conklyn, Mrs. Geo. W., 21 Ninrod,
Brooklyn
9 Fliegel, G., 129 W. 4th,
Brooklyn
130 Hart, Dr. J. C., 192 41st st.,
Brooklyn
11 Hatfield, John H., 470 Fifth ave.,
Brooklyn
12 Hunter, Wm., Parkville,
Brooklyn
13 Kraus, Julius L., 309 Pearl,
Brooklyn
4 Lane, E. C., 9 Pine,
Brooklyn
McCarthy, Charles P. J., 45 St. Marks
ave., Brooklyn
5 May, H. R., 170 Madison,
Brooklyn
7 Olena, Alfred H., 801 President,
Brooklyn
8 Parsons, Frederick C., 648 Halsey,
Brooklyn
9 Roe, Robert W., 9 Allee et.,
Brooklyn
140 Humler, Mrs. Johanna, 620 11th,
Brooklyn
11 Rae, William S., 324 Gates ave.,
Brooklyn
2 Humler, Robert, 400 11th ave.,
Brooklyn
3 Smith, Caleb V., 224 Cumberland,
Brooklyn
4 Stillerman, Wm. M., 160 Fourth ave.,
Brooklyn
5 Schwartz, Geo., 650 Fulton,
Brooklyn
6 Smith, Albert E., 11th ave.,
Brooklyn
7 Thurston, A. S., 238 A. Carlton ave.,
Brooklyn
8 Whitcomb, M. C., 324 First,
Brooklyn
9 White, Jos., D. J. R. Monroe,
Brooklyn
150 Alvarez, John M., 230 Gates ave.,
Brooklyn
1 Ackerman, E. B., 418 Franklin ave.,
Brooklyn
2 Braine, B. G., 67 1st pl.,
Brooklyn
3 Downing, Geo., 380 Fulton,
Brooklyn
4 Durand, Fred, C., 71 Lafayette ave.,
Brooklyn
5 Hlanu, Gustavus A., 481 Clason ave.,
Brooklyn
6 Langlotz, Robert, 898 Lafayette ave.,
Brooklyn
7 Martins, Vincent, 443 7th st.,
Brooklyn
8 East, R. S., 305 8th st.,
Brooklyn
9 Teichmann, Richard, 42 Sterling pl.,
Brooklyn
100 Wolkenau, Frank A., Ave C and East
8th, Brooklyn
1 Bender, Clarence S., 8 Glenside pl.,
Brooklyn
2 Use, Carlton B., 87 Wilson st.,
Brooklyn
3 Briggs, W. A., 365 Main,
Buffalo
4 Carson, John M., 207 Furters,
Buffalo
5 Gowans, Miss Margaret, 80 Mariner,
Buffalo
6 Geor, H. M., 45 Erie Co. Bank B'd'g,
Buffalo
7 Hoake, Miss A., Maude, 635 Dela-
ware ave., Buffalo
8 Hubbard, Mrs. Selma M., 90 East North,
Buffalo
9 Lochmire, F. M., 528 B. Island pl.,
Buffalo
120 Mankell, Mrs. Nathalie, 80 Mariner,
Buffalo
1 Mankell, C. Gustav, 80 Mariner,
Buffalo
2 Newman, George E., 41 Livingston,
Buffalo
3 Runkle, Kate T., 2nd Street,
Buffalo
4 Bierman, Miss Adie, 220 Allen,
Buffalo
5 Bennett, Fred L., 28 Law Exchange,
Buffalo
6 Becker, Eva F., 33 Erie Co. Bank B'd'g,
Buffalo
7 Lehman, Marie, 141 Richmond ave.,
Buffalo
8 Richard, Charles E., 1357 Niagara,
Buffalo
9 Harris, C. Alex., 800 Elkfoot,
Buffalo
100 Hada, G., 8 Niagara,
Buffalo
1 Hagen, Paul C., Front ave.,
Buffalo
2 Jones, Herbert E., 10 15th st.,
Buffalo
3 Kimberly, Shepard, 70 Johnson Park,
Buffalo
4 Kimberly, John, Shepard, 70 Johnson
Park,
Buffalo
5 Kelly, John V., 670 Front ave.,
Buffalo
6 Mierley, F. F., 2nd Street,
Buffalo
7 Larray, Miss Mary A., 248 Willet pl.,
Buffalo
8 Leonard, Emma, 318 Niagara,
Buffalo
9 Miller, Mary E., 530 7th st.,
Buffalo
100 Malcolm, John, Masonic Temple,
Buffalo
1 MacCawley, Ellen, 671 Main,
Buffalo
2 Mahoney, H. E., 9 Niagara,
Buffalo
3 Parnau, Harvey W., 244 Richmond ave.,
Buffalo
4 Poole, Parker A., 14 S. Division,
Buffalo
5 Pryor, John L., 56 Allen,
Buffalo
6 Richter, Harry, 197 Lancaster ave.,
Buffalo
7 Steinfeld, Cyrus S. M., 280 Frank-
lin,
Buffalo
8 Stockwell, Henry L., 72 White B'd'g.,
Buffalo
9 Taylor, Harry,
Buffalo
200 Tatlock, Harry A., 800 Elliott,
Buffalo
1 Winslow, Henry C., 670 Delaware ave.,
Buffalo
2 Well, Samuel, 44 Law Exchange,
Buffalo
3 Brown, W. H., 110 House, Caldwell
David's Island
4 Cabell, Dr. Julian M.,
Buffalo
5 Vall, Benjamin A., East Quogue
Buffalo
6 Miller, Charles G., 410 Lorraine,
Buffalo
7 Curtis, L. C., Drawer 63,
Buffalo
8 Crazer, E. A., Fort Anu
Buffalo
9 Lewis, J. A.,
Buffalo
210 McNe, John, box 73,
Garnerville
1 Mills, George R., Rockwell House,
Glen Falls
2 Gibson, John E., 313 Exchange, Geneva
3 Smith, Charles L., 5 S. Main, Gloversville
4 Duval, Charles R., 22 East 33d, Hempstead
5 Stevens, C. Albert,
Hudson Falls
6 Cordes, A. E., Jr.,
Hudson Falls
7 Hanner, Louis,
Hudson Falls
8 Wilcox, Charles W., box 45,
Hudson Falls
9 Holbeck, Wm. H., 23 E. Seneca, Hunter
Ithaca
220 Ascroft, Wm. H., 23 E. Seneca, Ithaca
1 Stevens, I. R., 64 E. State st.,
Lockport
2 Dunn, George H., 130 Main,
Lockport
3 Hamill, Charles,
Lockport
4 Heath, C. C., St. John's M. School,
Lockport
5 Vail, Rev. Alfred T., Mantios Village
6 Zimmerman, E. F.,
Lockport
7 Houston, John M., 14 Williams, Middletown
8 Ryals, Harlan P., Hotel Baldwin,
Middletown
9 Runkle, John C., 3 Gordon pl., New Brighton
220 Rice, George W., 42 Beaver, New Hartford
1 Adams, Eugene E., 42 Beaver, New Hartford
2 Bittu, Willis N., Hotel Metropole,
New Hartford
3 Rois, Nathaniel, 32 Sullivan,
New Hartford
4 Riefield, Max, 25 West 128th,
New Rochelle
5 Bell, Edward E., 275 West 119th,
New Rochelle
6 Busse, Amad, 530 East 83d,
New Rochelle
7 Turkhardsmann, Frederick, 5th ave. &
8th, New Rochelle
8 Barrell, Rev. David J., 248 West 75th,
New Rochelle
9 Chessman, Hubert, M. D., 171 West 81st,
New Rochelle
240 Cronk, R. A., Room 21, Grand Central
Station,
New Rochelle
1 Colgate, A. E., 400 West 124th,
New Rochelle
2 Cornock, Edwin G., 5th ave. & 63d st.,
New Rochelle
3 Chapin, Dr. Amory, Dr. N. Y. Atty. Club,
New Rochelle
4 Chapin, Philip, 170 East 74th,
New Rochelle
5 Duvernoy, E. A., 161 East 80th,
New Rochelle
6 Duryea, Wm. F., 180 Broadway,
New Rochelle
7 Duryea, M. H., 61 East 80th,
New Rochelle
8 Greaser, Miss Sophia, 324 West 88th,
New Rochelle
9 Dwyer, Dr. Robert H. M., 106 West
74th,
New Rochelle
250 Dormitzer, H. S., box 96,
New Rochelle
1 Dana, Russell R., 198 East 74th,
New Rochelle
2 Everett, John V., 401 East 124th,
New Rochelle
3 Fuld, Ludwig, 41 New st.,
New Rochelle
4 Friedlaender, J., 425 6th ave. & 63d st.,
New Rochelle
5 Friedlaender, Mrs. Julius, 5th ave. &
63d st.,
New Rochelle
6 Frank, Jacob, 118 Lewis,
New Rochelle
7 Gutman, Leo B., 12 East 80th,
New Rochelle
8 Heasel, Jacob, 23 White st.,
New Rochelle
9 Hernandez, Rev. Florida, 53 East 115th,
New Rochelle
200 Hirsch, Frank, 1st ave. & 87th st.,
New Rochelle
1 Howe, G. A., 143 West 84th,
New Rochelle
2 Hyman, E. L., 351 Broadway,
New Rochelle
3 Hwangson, E. A., 54 William,
New Rochelle
4 Hwangson, E. A., 54 William,
New Rochelle
5 Hwangson, Maurice F., 137 East 55th,
New Rochelle
6 Johnson, Otto, 1322 Broadway,
New Rochelle
7 Johnson, Otto, 1322 Broadway,
New Rochelle
8 Kalman, Richard, 1401 Tenth ave., &
Hempstead
9 Kepp, Henry V., 868 Broadway,
New Rochelle
270 Kennedy, Robert W., 145 West 104th,
New Rochelle
1 Kinzig, Louis, 177 7th ave.,
New Rochelle
2 Klein, Joseph K., 330 East 81st,
New Rochelle
3 Kirchhoff, Frank, 1st ave. & 87th st.,
New Rochelle
4 Levy, Albert S., 710 Washington,
New Rochelle
5 Lind, Lawrence S., 45 West 125th,
New Rochelle
6 Lyons, John T., 188 West 137th,
New Rochelle
7 Lehman, Miss Gertrude, 143 East 86th,
New Rochelle
8 Lowenstein, Adolf, 925 Columbia ave.,
New Rochelle
9 Landsberg, C. M., Bennett B'd'g,
New Rochelle
200 McCall, George, 42nd st. & 15th,
New Rochelle
1 Maden, Edwin M., 331 East 119th,
New Rochelle
2 Morley, Austin C., 417 East 119th,
New Rochelle
3 Malyan, Dick J., 188 West 137th,
New Rochelle
4 Malyan, Dick J., 188 West 137th,
New Rochelle
5 Page, John J., 80 Fulton Market,
New Rochelle
6 Phillips, Jno. W., Hotel Marlborough,
New Rochelle
7 Phillips, Jno. W., Hotel Marlborough,
New Rochelle
8 Richmond, Nellie W., 100 West 10th,
New Rochelle
9 Schmidt, John J., 671 Lexington ave.,
New Rochelle
200 Samuel, Michael, 38 Park pl.,
New Rochelle
1 Sontag, J. S., 484 2d Nicholas ave.,
New Rochelle
2 Suter, Lionel, 33 Broad,
New Rochelle
3 Scheller, Thomas M., box 197,
New Rochelle
4 Scheller, Thomas M., box 197,
New Rochelle
5 Sutherland, Fred W., 200 West 15th,
New Rochelle
6 Sheridan, Walter F., 20 West 28th,
New Rochelle
7 Stronmeyer, Caroline, 231 Lexington
ave.,
New Rochelle
8 Smith, Ed W., 318 Broadway,
New Rochelle
9 Taylor, Andrew W., 328 West 145th,
New Rochelle
200 Taylor, Harry,
New Rochelle
1 Teller, Miss Alice, 54 West 45th,
New Rochelle
2 Tausig, W. M., box 96,
New Rochelle
3 Waters, Fred F., 101 West 73d,
New Rochelle
4 Waters, Fred F., 101 West 73d,
New Rochelle
5 Austin, S. F., 253 Broadway,
New Rochelle
6 Banker, Grand, 550 West 23d,
New Rochelle
7 Banker, Grand, 550 West 23d,
New Rochelle
8 Ball, Knoll H., 320 Church,
New Rochelle
9 Brennan, Walter J., 2 Pike,
New Rochelle
310 Campbell, William A., 18 West 50th,
New Rochelle
2 Browne, H. R., 1748 Broadway,
New Rochelle
3 Davidson, John A., 18 Stone,
New Rochelle
4 Darling, Edward A., Columbia Univer-
sity,
New Rochelle
5 Diekmann, John D., 181 East 74th,
New Rochelle
6 Edling, Nelson W., 672 5th st.,
New Rochelle
7 Gilbourne, F. H., 25 East 21st,
New Rochelle
8 Hirsch, S. M., 71 East 92d,
New Rochelle
9 Hartmann, Lillian E., 128 West 67th,
New Rochelle
10 Hartmann, Lillian E., 128 West 67th,
New Rochelle
11 Irving, William W., 18 East 23d,
New Rochelle
2 Jais, Edward, 507 West 22nd,
New Rochelle
3 Klein, Edward A., 442 Pleasant st.,
New Rochelle
4 Klein, Edward A., 442 Pleasant st.,
New Rochelle
5 Lowe, C. H., 507 Boulevard, West,
New Rochelle
6 Muller, Louis G., 1 Broadway,
New Rochelle
7 Muller, Louis G., 1 Broadway,
New Rochelle
8 McCasid, Robert H., 158 West 12th,
New Rochelle
9 Porter, Thomas R., Hotel Mayotte,
New Rochelle
200 Ruppert, Henry, 472 West End ave.,
New Rochelle
1 Ruppert, Henry, 472 West End ave.,
New Rochelle
2 Selenge, Harry N., 14 East 85th,
New Rochelle
3 Smith, Nellie W., (P. O. Losh Arbor,
New Rochelle
4 Smith, Nellie W., (P. O. Losh Arbor,
New Rochelle
5 Asbury Park N. J.,
New Rochelle
6 Segge, L. M., 19 Murray,
New Rochelle
7 Segge, L. M., 19 Murray,
New Rochelle
8 Tracy, Dr. Carlston, 18 Washington pl.,
New Rochelle
9 Vashby, Dr. A. S., 40 West 88th,
New Rochelle
9 Vashby, Dr. A. S., 40 West 88th,
New Rochelle
340 Whitehouse, Worthington, 310 5th ave.,
New Rochelle
1 Young, William E., 11 West 84th,
New Rochelle
2 Young, Mrs. William E., 11 West 84th,
New Rochelle
3 Young, Mrs. William E., 11 West 84th,
New Rochelle
4 Grass, G. N., 156 E. 6th,
New Rochelle
5 Gattie, Henry W., 182 Ave. B.,
New Rochelle
6 Gattie, Henry W., 182 Ave. B.,
New Rochelle
7 Miller, Edward C., 110 E. 14th st.,
New Rochelle
8 Martin, Edw. N., 115 E. 14th st.,
New Rochelle
9 Radley, Ignacia, Jr., 344 W. 46th st.,
New Rochelle
220 Randall, M. H., 61 East 80th,
New Rochelle
1 Thomson, Jas. W. M., D. 150 W.
45th st.,
New Rochelle
2 Waters, Edw. H., 113 E. 14th st.,
New Rochelle
3 Wilkie, T., 135 W. 128th st.,
New Rochelle

- 4 White, George, Jr., 1039 Lexington st., " "
 5 James, A. F., 299 Pearl st., " "
 6 Mackie, William S., New York Mills
 7 Mahoney, Wm. D., Northdale Cohoes
 8 Stennard, H., No. Bloehem
 9 Rainer, L. J., 43 Talcott st., Oswego
 300 Beckenlaugh, John K., box 37, Oceansus
 1 Heckman, John, box 78, " "
 2 Von Salzen, Henry, box 78, " "
 3 Frank, Julius, 46 Ford st., Ogdensburg
 4 Pobe, G. Otto, 5 Ball, " "
 5 Sloan, Stanley, box 6, " "
 6 Palmer, Leith W., Port Richmond
 7 Evert, W. J., box 23, " "
 8 Smith, Willard D., cr. Morgan Lake, " "
 9 Bennett, Charles A., 40 E. Hawley, " "
 370 Culler, James G., 314 East ave., Rochester
 1 Palmer, Geo. H., 21 E. Hawley, " "
 2 DeFayt, John A., 70 So. Goodman, " "
 3 Mallory, Fred C., 70 Harris ave., " "
 4 Palmer, Frank L., 352 State, " "
 5 Putnam, Herbert B., 163 E. A. Vick Park, " "
 6 Pillow, Edward F., 21 Exchange, " "
 7 Seymour, John, 70 Front ave., " "
 8 Saunders, Boyd G., 63 East ave., " "
 9 Crumley, H. S., 12 Webster ave., " "
 380 Hargy, E. H., 109 Main ave., " "
 1 Kemp, George C., 345 Glenwood ave., " "
 2 Roblin, Elmer, 246 Glenwood ave., " "
 3 Spencer, William E., 205 Prospect, " "
 4 Baker, J. L., 10 Champlain st., " "
 5 Barr, Geo. J., 706 Powers Block, " "
 6 Lansing, Chas. V., E. R. & P. R. R., " "
 7 Perkins, Loringe, 296 Plymouth st., " "
 8 Walker, Dr. F., Rochester State Hospital, " "
 9 Walker, Edward B., 16 Locust st., " "
 390 Walker, Mrs. Edward H., 16 Locust st., " "
 1 King, Fred B., 41 Mrs., " "
 2 Powers, Joseph P., Hammett Sta., " "
 3 Astor, John J., Rockaway Beach
 4 Curtis, Chas. B., box 160, " "
 5 Christie, Kilgour, 106 Union, Schenectady
 6 Burling, Miss Louie, 106 Union, " "
 7 Primmer, E. F., 106 Albany st., " "
 8 Brown, J. L., 118 Van Rensselaer St., " "
 9 Nilsby, Charles T., Seneca Falls
 400 Bender, R. Hermann, 3337 6th ave., Troy
 1 Mahony, Edward, 148 9th st., " "
 2 Mow, D. S. G., Trenton Falls
 3 Cook, G. H., " "
 4 Boes, W. M., 12 Fayette st., " "
 5 Calder, John F., 34 Butler, " "
 6 Walker, W. H., 106 Geneva, " "
 7 French, S. H., " "
 8 Kuee, Fred J., 20 Bristol, " "
 9 Munson, Edmund C., 225 Geneva, " "
 410 Shuler, Helen F., 180 Plymouth ave., " "
 1 Townsend, Hon. William, Manna b'd'g., " "
 2 Windheim, William, 14 John, " "
 3 Windheim, George, 14 John, " "
 4 Windheim, F. P., 14 John, " "
 5 Mervin, F. B., 60 Columbia st., " "
 6 Bainbridge, Miss Phoebe K., " "
 7 Brooks, George B., Wallbridge
 8 Rogers, Frank, Westhampton Beach
 9 Roosevelt, Capt. Solomon W., Willets Point
 420 Goetzmann, Charles L., West Webster
 1 Hegeman, A. C., 5 Livingston ave., Yonkers
 2 Burton, Frank W., 134 Palisade ave., " "
Over 110,000, NORTH CALIFORNIA, 12-1-1900.
 Terminal City W.
 423 Fisher, J. A., 129 S. Cala st., Stockton
 4 Parman, J. P., 246 N. Eldorado st., " "
 5 Williams, Valentine, 720 E. Washing- ton st., " "
 6 Magill, Arthur E., Jr., S. E. Cor., " "
 7 Adams, Harry A., box 206, Portersville
 8 Tubbs, H. A., 613 Front st., " "
 9 Unattached, " "
 430 Scholz, Harry A., box 206, Portersville
 4 Arens, A. J., 618 Jersey ave., " "
 430 Cook, Hiram B., 1915 Page st., San Francisco
 1 Fisher, Philip A., 705 Sutter st., " "
 2 Menzies, W. P. C., box 2303, " "
 3 O'Keefe, M. J., 316 Turk st., " "
 4 Bialek, Wm. H., 101 Sansome st., " "
 5 Zabrinski, C. B., 101 Sansome st., " "
OVER 110,000, NORTH DAKOTA, 13-1-1900.
 438 *Suter, Miss A. E., Bathgate
 1 *Musselman, L. W., Cavalier
 2 *Amelton, John F., Crystal
 3 *Hiat, C. E., " "
 400 *Halliday, Mrs. A. A., " "
 1 *Lindsay, Miss E. A., " "
 2 *Suter, Mrs. Dr., " "
 3 *Brown, Geo. H., Hensel
 4 *Culter, J. M., " "
 5 *Woodruff, Fred H., " "
 6 Chapin, Ambrose, " "
 7 Harvey, J. C., " "
 8 *Stimand, W. A., " "
OVER 110,000, OHIO, 50-2050.
 440 *Chillicothe Wm'n's, Chillicothe
 440 Eberole, F. E., 127 Perry st., Fostoria
 1 Lima L. A. W. H. C., Lima
 2 Ashton, M. L., 120 S. West st., " "
 3 Core, W. E., 223 N. Jackson st., " "
 4 *Noman, Wm. F., 208 N. West st., " "
 5 Wood, Geo. W., 230 W. Wayne st., " "
 6 No. Baltimore C. C., " "
 5 Steller, H. C., 180 S. 154, N. Baltimore
 6 *Pineda, Gus. L., C. L. B. Spring st., " "
 7 Unattached, Springfield
 7 Trowel, J. K., 239 E. Main st., Alliance
 8 *Hoach, Miss Cora, 421 W. Kley st., " "
 9 *Halden, Ward, Terrace av., Cincinnati
 460 *Voelkel, Louis E., Avondale st., " "
 1 Smith, Chas. G., M.D., 120 Saunders st., " "
 2 M. Ashum, " "
 2 Darby, Thos. H., Court House, " "
 3 Fessler, A., 142 Walnut st., " "
 4 Fress, W. W., 517 Main st., " "
 5 Sammet, D. J., 523 E. 4th st., " "
 6 Lee, Chas. L., Columbus
 7 August, Isaac, 606 Scovill ave., " "
 8 Stanley, John, " "
 9 Schaffer, J. Chas., 158 E. Main st., " "
 470 *Lewy, Will, box 303, " "
 1 Morgan, E. S., 169 Seibo ave., " "
 2 McCormack, W. J., " "
 3 *Hamm, O. G., box 581, " "
 4 *Carlane, W. S., 35 Linden ave., Dayton
 5 *Hastman, T. L., Farmington
 6 Weaver, W. W., 500 N. Main st., " "
 7 Edwards, H. Clyde, box 148, Leipsie
 8 *Rosenberg, P. D., box 326, " "
 9 *Harter, C., " "
 480 *Hriest, W. D., " "
 1 Galley, Frank R., " "
 2 Hamilton, John M., " "
 3 Johnson, R. W., box 650, " "
 4 Miller, H. R., box 644, " "
 5 *Hessing, W. S., " "
 6 Young, P. C., " "
 7 Taylor, Hon. R. W., " "
 8 *Wang, J. C., " "
 9 *Wolant, Warren S., M. D., Marietta
 490 *Hessing, Wm., box 112, Newark
 1 *May, W. H., N. Baltimore
 2 *Ray, David R., box 616, " "
 3 *Hartley, Geo. E., box 170, Prairie Det.
 4 *Frank, A. W., Ripley
 5 *Hayler, Guy D., 221 S. Fountain ave., " "
 6 *Dixson, Walter M., cr. Rogers Iron Co., Springfield
 7 Taylor, Arthur E., 1464 Bartlett st., Toledo
 8 *Walker, Geo. W., Tiffin
OVER 110,000, PENNSYLVANIA, 302-7001.
 490 *Logan W., Altoona
 1 *Hawthorn, G. W., cr. P. R. R., " "
 2 Berwick B. C., " "
 300 Smith, M. G., Front st., Berwick
 1 *Tulin W., " "
 1 Lehman, J. Geo., 87 Market st., Bethlehem
 2 *Neumeyer, Robt. E., 143 Broad st., " "
 3 *Wahl, Fred F., 603 Delaware ave., (So.) " "
 4 *Heaver Valley C., " "
 5 *Bosser, J. C., Beaver Falls
 6 *Fry, J. Howard, Rochester
 6 *George, Howard, 4461 Frankford av., " "
 7 *Wasieleshon W., Frankford
 7 *Gilton, Geo., 32 W. Duval, Germantown
 8 *Kowlesberger, P. T., Westmont st., Johnstown
 9 *Lebanon C. C., Lebanon
 9 *Reinhold, Geo., " "
 10 Mercer County W., " "
 510 Ryan, Geo. K., box 37, Morrisville
 1 *Tawney, J. H., 412 Shaw ave., McKeesport
 2 *Lawrence, C. N., " "
 3 *Time C. C., " "
 3 *Nepps, Horace B., 2217 Master st., Philadelphia
 4 *Elliott W., " "
 4 *Smolley, Frank F., 805 41st st., " "
 5 *V. C. A. N. Y., " "
 5 *Schuch, Louis F., 16 N. 7th st., " "
 6 *Pilot W., " "
 6 *Owline, R. Earle, 3000 Frankford av., " "
 7 *Gilbert, T. W., 180 N. 31st st., " "
 8 *Moster, Chas., 2609 Frankford av., " "
 9 *North East W., " "
 9 *White, Edward, 1950 E. Allegheny ave., " "
 10 *Centaur C., " "
 520 *Wright, Mrs. C. B., Jr., 206 S. 16th st., Overland
 1 *Trowe, Thos. W., 6300 Grays ave., " "
 2 *Stamps, Dr. Albert A. G., 100 Girard ave., " "
 3 *Girard W., " "
 3 *Seemiller, W., 2322 Brown st., " "
 4 *Butler, Fred's, 1st Nat'l Bank, " "
 5 *Fagan, John R., 216 Walnut st., " "
 6 *Katon, Jno., 1617 Swain st., " "
 7 *Armory C. C., " "
 7 *Mountjoy, Frank J., 108 Grata ave., " "
 8 *Owl W., " "
 8 *Mullen, John H., 1743 Diamond st., " "
 9 *Penn, Wm. E., " "
 9 *Field, Chas., 542 N. 2d st., " "
 530 *Park, Louis, Jr., 2128 E. Dauphin st., " "
 540 *Miller, Chas., 2190 Water st., " "
 2 *Parker, Thos., 2818 N. 6th st., " "
 3 *Paisot, Chas., 840 N. 4th st., " "
 4 *Holler, J. A., 10th st., " "
 5 *Keystone B. C., " "
 5 *Kerr, Wm. A., 612 Smithfield st., " "
 6 *Nugler, Harry J., 491 Tradesmen's Bld'g., " "
 7 *Evans, Thos. R., Negley ave. and Baum " "
 8 *O'Leary, C., 5th ave. Oakland, " "
 9 *Blackburn, J. H., R. 619 Carnegie Bld'g., " "
 540 *Hr., S. N. 2190 Water st., " "
 1 *Van Horne, A. B., 180 Penn. av., Allegheny
 2 *West, A. M., 1294 K. 5th st., Philadelphia
 3 *Renovo Hambers C. C., Renovo
 3 *Bair, George, " "
 4 *West Side W., " "
 4 *Peterson, E. G., 121 S. Lincoln ave., Scranton
 5 *Overpeck, Andrew C., 231 S. Main st., " "
 6 *Unattached, Wilkes Barre
 6 *Hood, J. L., 100 Lexington ave., Altoona
 7 *Fry, Frank E., 200 Federal st., " "
 8 *Hinson, E. C., 18 Stockton av., Allegheny City
 9 *Bakewell, Euphemia, 306 Fulton av., " "
 550 *Norgensarten, Morton, 59 Fulton av., Allegheny
 1 *Marshall, Chester E., Berwyn
 2 *Best, John, Jr., Brookland
 3 *Bulleman, Sam R., Bloomberg
 4 *Harmann, Sam R., " "
 5 *Heiler, Frank, " "
 6 *McKillop, E. Skyles, " "
 7 *Miller, E. J., " "
 8 *Gross, Chas., Challenge
 9 *Liddings, B., " "
 560 *Nesbitt, Harry B., State st., Coraopolis
 1 *Fox, Howard L., Conshohocken
 2 *Tomlinson, R. T., Carwright
 3 *Dishaw, L. B., " "
 4 *Little, Frank, Eagles Mere
 5 *Hartman, J. B., box 67, " "
 6 *Grove, Jas., box 44, " "
 7 *Hittler, John T., box 44, " "
 8 *Clarke, Linnie B., 1605 Harrison av., Frankford
 9 *Edwell, Arthur J., 5000 Ditman st., " "
 10 *Eveland, Chas. E., 5000 Ditman st., " "
 1 *Lloyd, Geo. D., 4523 Tacoma st., " "
 2 *Tolout, Joseph, 4758 Tacoma st., " "
 3 *Dixon, John, 4758 Tacoma st., " "
 4 *Fries, Harry K., 1350 Ohio st., " "
 5 *Hartmann, John R., 4341 Frankford av., " "
 6 *Schmell, H. B., 105 Tacoma st., " "
 7 *Stearns, R. May, 4910 Milberry st., " "
 8 *Templeton, E. S., Greenvale
 9 *Linton, Henry M., 30 Pacific st., Franklin
 580 H. B. F., " "
 1 *Schettelle, Marc, 417 Wilbur st., Germantown
 2 *Hoeber, H. C., 4372 4th st., " "
 3 *Campion, H. G., 110 Hyster st., " "
 4 *Pessano, Jno. D., 44 W. Chelton ave., " "
 5 *McCullin, Mrs. L. K., Harford
 6 *Hurt, I. E., Glen Hazel
 7 *Neslee, Andy, " "
 8 *Hensler, Chas., Huntersville
 9 *Hurnell, Henry L., 806 Broad st., Harrisburg
 590 *Hosmerman, Coris O., 2015 N. 6th st., " "
 1 *Holt, Eliza, Wilkes, 324 N. 3d st., " "
 2 *Soodgrass, Anna M., 112 W. State st., " "
 3 *Hays, C. A., 447 Lincoln st., Johnstown
 4 *Huckins, H. M., " "
 5 *Huber, F. A., 441 W. Lemon st., Lehigha
 6 *Forster, Wm. J., box 201, Morrisville
 7 *Baker, Edward, " "
 8 *Hartman, H. L., " "
 9 *Hopkinson, J. S., Lock Box 42, Millersburg
 600 *Hatch, G. C., Mauch Chunk Demers
 1 *Mauch Chunk
 1 *Hussell, Robt., 24 E. Jefferson st., Media
 2 *Craves, Isaac, 130 S. Ditchridge st., Mansyung
 3 *Himmelsreich, Max, 4372 Main st., " "
 4 *Hobhouse, Adolph, box 0, New Kensington
 5 *Heichel, A., 300 Penn. av., Nazareth
 6 *McLeary, W. W., 238 Harbor st., West Chester
 7 *Lichter, Louis F., " "
 8 *Potts, A., " "
 9 *Harbor, J. W., 300 Fifth ave., " "
 610 *Hestler, Alfred W., 450 Fourth ave., " "
 1 *Chaplin, James C., cr. Fidelity Title & Trust Co., " "
 2 *Lanzer, J. T., 409 Grant st., " "
 3 *Moore, H. L., 130 S. Ditchridge st., " "
 4 *Mager, W. T., "The Kennner", " "
 5 *McKerly, W. E., N. Negley ave. and Mc- Colly av., " "
 6 *Park, Jan. H., N. Negley ave. and 5th, " "
 7 *Hinehart, C. A., 641 Maryland ave., " "
 8 *Scott, D. N., 214 W. Walnut, " "
 9 *Riverson, Robt. A., 1212 Liberty ave., " "
 620 *Stengel, Theodore, 557 Lehigh ave., " "
 1 *Seiple, E. A., 300 Penn. av., " "
 2 *Yallowe, Geo. R., 2517 Wrights Alley, " "
 3 *Weir, John F., 38 Federal st., " "
 4 *Scott, Wm., 434 4th ave., " "
 5 *Davidson, J. A., Monongahela House, " "
 6 *Samson, Harry H., 433 6th ave., " "
 7 *Hares, Jno., 1107 Fifth st., " "
 8 *Hall, Jas. H., Proctor

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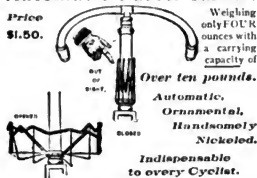
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J. L., Sedalia, Mo. — The L. A. W. has no
"junior department." Members must be at least
eighteen years of age.

"WHAT KIN' O' CLOTHES YE GOIN' TO WEAR?"

We are asked as to the best material for clothing
to be worn on a bicycle tour, especially when the
tourist wants to appear presentable while off the
wheel and does not care to be bothered with a second
suit.

Answers may be sent in for publication.

GO AND DO THOU LIKEWISE.

In this number of the L. A. W. BULLETIN is a communica-
tion which we have headed "A Mighty Good Thing."
It is worth reading twice, for it treats of a subject
that is of real importance to the welfare of the
League and of wheelmen and the public in general.

PUBLIC schools are good, but it takes roads to
get to them.

DARKNESS.

FERDINAND L. FRENCH.

The bloomer belle, upon her wheel,
Went spinning through the park;
The road was prime, the air sublime —
Her lamp was out, the night was dark,

A naughty stone was in the road;
Upon the air, oh, hark!
Came yell on yell from this sweet belle —
Her lamp was out, the night was dark.

At first she thought to ride no more,
But now it's quite a lark;
She's dried her tears, allayed her fears,
Puts her lamp out, and makes it dark.

This bloomer belle, who rides at night,
Now has a youth to spark;
She's in great bliss, for when they kiss,
Her lamp is out, the night is dark.

SILENCE IS GOLDEN.

EDITOR L. A. W. BULLETIN:

You may have a "tony" bell; but for that
reason you need not join the bell-ringers. Of
these there are two classes: the novices and the
"humps." To the first we attach no blame, for
they have troubles enough, but to the latter we can
extend no charity, for their noise-making emanates
either from a diabolical desire to scare pedestrians
into fits or to attract attention to their graceful (?)
attitudes. It would be well to remind the fraternity
that they too often petrify an absent-minded pedestrian
into a fixed obstruction by unwise bell ringing
when a well-considered silence would leave them a
clear path.

No. 109,149.

PHILADELPHIA.

(Who sometimes walks.)

EDITOR L. A. W. BULLETIN:

I would suggest that there be *but one kind* of an
emblem in the form of a badge, pin or button, made
in some pretty and attractive design and of good
material (whatever it may be) and sold at a reason-
able price. This badge, pin or button (whichever
it may be) to be obtainable only from League head-
quarters or from consuls, and only upon members
presenting their tickets or giving satisfactory proof
that they are L. A. W. members, and further that
the member's number shall be placed upon the
emblem.

I think this would add much to the appearance
of the solidity of the L. A. W.

GEORGE A. HAYES.

NEW YORK CITY.

[It would be interesting to know how these num-
bered emblems could be regained by the League
officials when memberships were permitted to expire.
It would also be expensive to specially engrave
many thousands of emblems.—Ed.]

OVER 1,000 acres in parks and 152 miles of
paved streets. That's Louisville, Ky.

IF EVERY user of the road would only remember
that "there are others."

Know vs. Don't Know

Simply a question of knowing what
you get, or guessing at it.
Price of Columbia bicycle certainty,

\$100. Art catalogue of artless description, free
at Columbia Agencies—by mail for two-cent stamps.

Pope Mfg. Co., Hartford, Conn.

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Because . . .

*The Rubber is Best
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Six years experience has taught
us just how single-tubes should be
put together. Hartford tires have
a peculiar life and buoyancy to be
found in no other tires.

Hartford Single-Tube Tires

ARE THE STANDARD SINGLE-TUBES.

You will find them on most high grade bicycles, and you
can have them on any if you ask for them. They
cost more because they are worth more.

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17-19 Beale St., San Francisco

THE parrot likes crackers, but the American
eagle is fondest of fire-crackers.

"Is THAT a macadam road?"

"No it's made of broken stone."

The above question was asked by the *L. A. W. POLLETT* in
editor and answered by a dignified carriage driver
at Saratoga Springs.

WHERE THEY BELONG.

New Woman (to St. Peter)—Take that wheel in
and house it carefully. Tell the servants to be care-
ful of it. She's a racer.

St. Peter—You'll find the cinder path on your
right, ma'am. Scorchers go below.—*Exchange.*

THE population of Louisville is 211,208. We
guess that during the Meet it will be about 216,000.

LOUISVILLE has 293 policemen. When we attend
the Meet let's behave so well that they won't have
a thing to do.

The letter O is merciful
In every land and clime;
We find it "more in sorrow
Than in anger," every time.

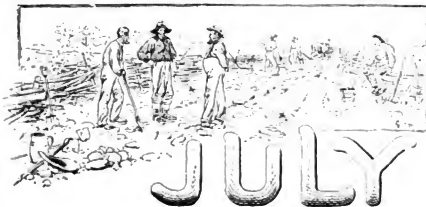
JUDGE THOMPSON, of Louisville, holds that when
the streets are not in a safe and proper condition it
is out of the province of the Court to fine a rider
for using the sidewalk.

JULY.

Oh, this is one of the months in which
the farmers get together
And talk of the crops and politics, and
likewise of the weather;
They whittle and spin their yarns the
while, of rats and stones and briars—
The road is full which they claim to fix,
These jolly old Julians.

If you don't see what you wish
in the *L. A. W. POLLETT*, write it yourself.

ARE the very close-fitting knicker-
bockers breeches of etiquette?



THE LAW BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, July 10, 1896.

No. 2.



THE IMPERFECT HORSE.

This scene would hardly get the horse
Was a historical exemplar
For in such roads as this, of course,
He ought to have walked.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 58,344.

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Lovell Excel Bicycles*

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No. 972

Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.

C. H. FARGO & CO. (Makers)
CHICAGO

**REGARDING ROAD SIGNALS.**

EDITOR L. A. W. BULLETIN:

The article on "Road Signals," page 858, June 12, recalls to mind a clipping in my scrap book, which might be useful to those desiring a system of general road signals. These were, evidently, given for the benefit of pedestrians.

One ring, stand still; two rings, dodge to the right; three rings, dive to the left; four rings, jump straight up and I'll run under you; five rings, turn a back-hand-spring and land behind me. This last would hardly be considered graceful for ladies wearing skirts, so might be added, six rings, lie down and I'll run over you.

Signals given rapidly and from an unexpected quarter tend to confuse, and seldom prevent an accident. Horses pass without signals. If the cyclist has "horse sense" and an upright position there is very little danger of collision.

Incidentally, horses are adapted to a horizontal position while traveling, but a healthy man is not built that way. Sit up, and vote for Good Roads.

No. 68,615.

PHILADELPHIA.

RAMBLER

\$100
BICYCLES

MOST PEOPLE... WEAR CLOTHES

and yet what a difference in clothes!
Same with wheels.

MEN AND WOMEN OF REFINED TASTES

select bicycles as they do garments,
with due regard to what is "good
form," insisting upon quality, perfect
fit, and general elegance of appear-
ance.

To ride a Rambler bicycle IS GOOD FORM.

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ANY GOOD TIRE IS GOOD
UNTIL SOMETHING HAPPENS TO IT.
THEN YOU WISH IT WERE A

G & J
TIRE

FASTEST
TIRE ON EARTH
THE GREAT G. & J.
USED ON ALL
RAMBLERS
ANY DEALER WILL SUPPLY
THEM ON ANY WHEEL
IF YOU INSIST

WHY THE REAR WHEEL PUNCTURES.

EDITOR L. A. W. BULLETIN:

I send herewith a sketch which illustrates the reason why we nearly always "pick up" nails, tacks, pins, etc., with the rear wheel. On a hard road or pavement, meeting a nail point on, the front wheel runs over it and by the pressure against the head throws it nearly point



upward as it leaves the front wheel, and before the nail can fall the rear wheel strikes it, producing the puncture.

RIVERSIDE, CAL.

No. 31,532.

THE BICYCLE TRAMP.

EDITOR L. A. W. BULLETIN:

I wish to say a few words about the bicycle tramp. He has become so numerous it is about time he was put out or, better, knocked out, as our pugilistic friends put it.

Last week one of the above came to our city. He said he was traveling from New York city to Canton, Ohio, to congratulate McKinley on his good luck. Now it would not concern the rest of the world how far or whom he was going to see if he paid his way, but when he asks people to help him with money for lodgings, etc., he is going too far.

ALBANY, N. Y.

No. 99,889.

REGARDING TOE CLIPS.

EDITOR L. A. W. BULLETIN:

A correspondent says, in a recent issue of the BULLETIN:—"In putting toe clips on my wheel, I put them one-third the distance from outer end, and they come square over the toe of the shoe, while with the side of my heel I have worn the enamel off the side of the frame. If I was pigeon-toed I might want the clips farther in."

If this man could see himself he would find that he is riding bow-legged.

No. 6,402.

ASSISTING A WEAK RIDER.

EDITOR L. A. W. BULLETIN:

Another means of assisting a person in climbing hills is to let the good rider place the flat of his hand on the person's back (just about at the belt), and he will have no trouble at all in proving of valuable assistance to the person that is unable to climb the hill; or this may also be done on a level road when some one is very tired. The extra exertion expended by the person that is doing the pushing is not very much, and it is not a very hard thing to learn.

No. 64,778.

JAIL life is such a serious thing all prison jokes should be barred.

THE immense Saratoga trunk is beginning to view with alarm the tiny bicycle luggage carrier.

Whose Fault?

Yours, sir, — for when your damaged Standard Cyclometer reached us, *your name* was not on the wrapper of the package, consequently we could not identify your property; and there was delay until we could ascertain the name of the sender. Otherwise, the exchanged Cyclometer would have gone to you by return mail.

Don't be careless about this little matter. *Write your name on the wrapper of the package*, thereby hasten the sending of the exchanged Cyclometer, and so insure your own peace of mind, and add to the joy of our shipping clerk.

New York Standard Watch Co.

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REGARDING RUTS.

EDITOR L. A. W. BULLETIN:

It goes without saying that all L. A. W. members are consistent, and practice what they preach. It is always the other fellows (and the farmers) who are not, and who don't. The new cycle path from Coney Island has fine gravel on three-quarters of its surface, but at the sides this has been washed off, instead of being ground in by the wheels. Nine out of twelve riders have hugged the side for the under surface and the other three have ridden out in the open. Still other farmers have kept to the old path, both up and down, it being easier riding; and yet we wonder that the genuine article has a love for ruts and still continues to cultivate them. O don't be too severe on the farmer, brother mine.

BROOKLYN, N. Y., June 30, 1896.

No. 91,776.

A BROOKLYN member who is one of the victims of profuse perspiration says his light woollen trousers have become stained with iron rust from his cycle seat, and wishes to know what will remove the stains. Who can inform him?

H. E. DEATS, Flemington, N. J., writes: — "It seems to me that the suggestion of several correspondents regarding a uniform size and shade of ribbon of the League color, to be sold by some well-known firm, would be a good thing. I would

suggest that it be furnished in regular length, stamped with the letters L. A. W. or the League emblem on the one end, and, somewhere else on it, the number of the owner. This latter could be put on or left off as desired."



The scorcher is a man of speed
Upon his steed of steel.
But an X ray of him looks quite like
A barrel hoop on a wheel.

No. 96,355.

A PUNCTURED bicycle tire is a flat failure.

Is a lantern-jawed man light complexioned?

THE in-come-tacks is or are what the wheelmen dread most.

THE man with a broken bicycle chain regrets, with Darwin, that he cannot supply the missing link.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

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12 PEARL ST. BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

JULY 10, 1896.

SHOULD WOMEN BE TOLERATED?

A lady member of the L. A. W. writes to the L. A. W. BULLETIN and complains most bitterly of the "prevaling tendency to slur and sneer at women."

To be specific she cites as follows, to wit: that on page 893 of the June 19th issue of the L. A. W. BULLETIN, (a weekly paper of large circulation published at No. 12 Pearl street, Boston, Mass.,) the defendant (that's "us") did wilfully and maliciously print or cause to be printed the following alleged joke, namely:

"The average young lady never hears of a transaction involving an engagement ring without wishing she had a finger in it." Our fair correspondent says "that is absurd." (We refer to her as our fair correspondent, although we think she is inclined to be a little bit untair).

She says, "how would you like it if the women were to start a paper and devote it to slurs and jokes about the men?"

Well, now we would n't like it a bit; and our associate, who really wrote that joke, is almost prostrated at the horrible possibility. If any lady has under serious consideration any plans as above, let her pause ere she plunges in a gulf of dark despair the hundreds of worthy men who are supporting more or less extensive families by writing jokes about women. Consider before it is too late that nearly all of those families contain female members who prize three square meals even more than they would deplore any number of daily jokes. It is suggested that while we have much to say about the theatre hat, we ignore the great coarse man who goes out between the acts, and inci-

Total number printed this week, . . . **61,000**
Sent to paid Subscribers, **58,344**
Samples to Advertisers, Exchanges, etc., **2,856**

dentally treads on any number of cunning little pink toes. Speaking from the "standpoint" of the corn, it is just possible that many of them *do* sustain regularly about all the pressure they can live through, and that the g. c. m. should be more careful; but, bless your sensitive heart, Eliza, the man who goes out "between the acts" is n't so very inconsistent. We would be perfectly willing that every lady should wear a hat a foot high *between the acts*. When you think of what a man sometimes endures and then realize that he actually waits until the end of the act before seeking a liquid poultice for his wounded feelings, he should receive a martyr's crown with plumes and a rhinestone buckle,—provided, of course, he would take it off while in the house.

The L. A. W. BULLETIN desires to go on record, however, as endorsing women. If we could, by a wave of the hand, exterminate every woman from the face of the earth, we would think twice before doing it. We would—*honest*.

And we wish to retract everything that could have been construed to express our disapproval of the "gentler sex." We take great pleasure in making this general retraction; and as to specific indictment charged, we will say that Mr. Waterman (who is out to-day) must have been indulging heavily in ice water at the time he wrote it. Instead of saying "the average young lady" he might have said, "some young ladies;" or "once in a great while a young lady." That's the trouble with Waterman,—he's always getting us into some scrape by trying to be too exact.

KEEP COOL.

This is good advice for everybody in general and for bicycle riders in particular.

Don't ride so far through the hot sun, some day, that you can't ride at all on the next or the next or the next.

Don't torture yourself. It is better to sit on the shady side of the house in the spray of the garden hose than to get out in a dusty road on a sizzling hot day.

Don't become a slave to the cyclometer habit and

Count that day lost whose low descending sun
Sees not another scorching century run.

Don't you care if the figures on the dial indicator show but little increase on days when it is so hot that a salamander sighs to have a wet sponge on his brow.

There's a time to ride and a time to sit in the shade. You don't have to ride all the while just because you possess a wheel any more than you should stay in the water all summer because you own a bathing suit.



The Clipper... Factory

is not the largest in the world, and never was, but **is** large enough and well enough equipped to produce the very best results in bicycle making at the very **lowest** possible cost. We have never made an effort for quantity; only in quality have we aimed to excel. We are as well organized as any concern in this trade. We haven't had **all** the experience, but we've had **enough** to enable us to make **reliable** wheels and produce them at a price which has not yet been equalled by any maker who has cut his price. The "Spiral" name plate tells you what to buy; any Clipper dealer will tell you the right price to pay.



MADE
BY THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.



AMERICA
"TRUSS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

Keep cool. Keep your mind out of tangle and your conscience clear. Ride in the cool of the morning and the evening.

Be sensible and you will be happy. Nearly all of our woes are home-made. Providence is kind, but too much Newport is n't good for us.

DEATH-BED REPENTANCE.

All roads will carry wheels as baggage to the Louisville Meet, but we are asked to name the roads which carry them as baggage *note*. It is suggested that there is little real merit in a railroad taking advantage of such an occasion to throw a sop to the wheelmen, and charging excessive rates at all other times. We do not think it best to enter into any comparisons at present on this question, as wheelmen usually have enough judgment of their own to do what is in the interest of eternal justice.

Six offers I rejected, flat
Before I was twenty-two;
But now that I'm close on thirty years
Most any old thing will do.

ADVICE to a beginner: Go slow and learn to pedal.

BREVITY is wit. That's why some knickerbockers appear so funny.

THE race is not always to the swift, but the accident generally is.

ADVICE TO PARENTS.

Before permitting your young children to wheels in the streets and highways impress a important facts on their minds.

First of all teach them the rule of the road meet to the right and pass to the left. Inst them to look out for themselves. Don't expect public to look out for them. The highway is in sense a kindergarten. Your children may know this, but you are old enough to realize it.

"Diogenes struck the father when the swore." Parents are morally, as well as legally responsible for the acts of their children. Do not rear hawks nor good parents give the w distressing boys and girls. Now that so many riding on the wheel in every street and highway pleasure of all depends upon the thoughtfulness each.

Tell the little folks how to properly control themselves a wheel. Don't inflict them on ot by sending them out in a "Let'er-go-Gallagh fashion.

EIGHTY Connecticut towns are building maca highways. It is the best invitation to extend prosperity.

THE State of Minnesota spends \$32,000 a to capture horse thieves, and not a cent for proi ing wheels.

Sterling Cycle Works

274-276-278 WABASH AVE.
... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Gales,
302 Broadway, New York.

Just Like a Woman.

I called her my little lovey-dove
And her face with rapture glowed,
But she turned real red with rage, when I said
I believed she was pigeon-toed.

FOOD FOR THOUGHT.

Many readers of the *L. A. W. BULLETIN* will remember having purchased, at a low price, sundry articles of food and drink from a worthy Christian gentleman who has restaurants in several of the principal American cities. His interest in the good cause finds expression in numerous scriptural quotations which he has had handsomely painted on glass and hung in neat frames upon the walls of his various establishments.

Incidental to his practical every day business it has become necessary to hang other and more commonplace announcements upon the walls, among, and in some cases attached to, the before mentioned texts. In some cases the combinations are unique and impress the hungry visitor, who may not happen to be at the time in a particularly reverential mood, as being decidedly funny, for instance:

Be kindly affectioned one to another with brotherly love;
in honor preferring one another. *Romans xii—10.*

and attached to the lower part of its frame by a carpet tack, a placard containing the following sound advice:

WATCH YOUR HAT AND COAT.

The proprietor cannot be responsible for property unless checked at the office.

The guest glances nervously around to see if his detached belongings are still in sight, and his eye is saluted by the following:

But whose hath this world's goods, and seeth his brother have need, and shutteth up his bowels of compassion for him, how dwelleth the love of God in him?

1 John iii—17.

And immediately alongside:

TRY OUR WELSH RAREBIT.

Only 15 cents.


By this time the young lady with the gauzy black sweater comes into view with your order of "flannel cakes" and you notice over the kitchen door:

And above all things have fervent charity among yourselves; for charity shall cover the multitude of sins.

1 Peter iv—8.

and nailed to the door casing just below:

**BUILT ON GOLD
BASIS**



CRACK A JACK

**UP UNION
CONSTRUCTION
AND SATISFY
YOURSELF THAT IT
IGNORES COST.**

Union Cycle Mfg. Co. II
Catalogue. Boston. \$100.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

OUR QUICK-REPAIR TIRE IS A
GRAND SUCCESS - CATALOGUE
TELLS ALL ABOUT IT



FULLY INFLATE BEFORE INSERTING REPAIR TOOL

MORGAN & WRIGHT
CHICAGO

TRY OUR CORN-BEEF HASH.
10 cents.

While paying for the temporal nourishment received, your now curious gaze takes in the following over the cashier's desk:

But love ye your enemies, and do good, and lend, hoping for nothing again, and your reward shall be great.
Luke vi—35.

followed by the ever present:

WATCH YOUR HAT AND COAT.
The proprietor will not be responsible.

A careful study of these various wall decorations tends to lead the thoughtful luncher into a line of reasoning which, if too long indulged in, might produce serious results. It certainly is a novel and no doubt a useful scheme, in that it takes the attention of customers and helps them to forget much that it would not be well for the proprietor to have them remember.

If you wish an index to volume twenty-three of the L. A. W. BULLETIN, write for it. Give your League number.

POTTER ON THE BAGGAGE MAN.

Chief Consul Potter, in his report before a recent semi-annual meeting, said: "The trials the baggage man are not a few and his labor is always pleasantly and easily accomplished. In the face of the existing prejudice against bicycles entertained by many railroad employees, courtesy on the part of the wheelman will have a current value in his dealings with the railroads and will do much to dispel the bitterness which heretofore has marked many of the dealings between the cyclists and the common carrier."

We heartily approve of Mr. Potter's words and most earnestly urge upon all wheelmen who have occasion to avail themselves of railroad transportation for their wheels to be courteous and considerate and not cause the railroad employees any more annoyance than is absolutely necessary.

This advice we consider good for all persons all times, but it is especially applicable to wheelmen at this particular time.

The Texas Good Roads Convention recently held at Galveston was a grand success in number and enthusiasm. The biggest State in the Union is not going to neglect the most important factor in its prospective growth.

To lower his record a man must ride at the top of his speed.

Room 56, Equitable Building,
BOSTON, June 30, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The New York Belting and Packing Co., Ltd.
The Revere Rubber Co.
The Boston Woven Hose and Rubber Co.
The Diamond Rubber Co.
The New York Tire Co.
The Hartford Rubber Works Co.
The Mechanical Rubber Co. of Chicago.
The B. F. Goodrich Co.

The Newton Rubber Works.
The Hodgman Rubber Co.
The Kokomo Rubber Co.
The Hartford Cycle Co.
The Mechanical Rubber Co.
The Peoria Rubber and Mfg. Co.
The Indiana Rubber and Insulated Wire Co.
The Ideal Rubber Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

A SUIT has been brought under the Tillinghast patents against an infringing manufacturer in the United States Circuit Court of Massachusetts, and other suits will shortly follow in the several circuits of the country.

FROM NEW YORK THROUGH NEW ENGLAND.

In answer to a request in BULLETIN of June 19, page 907, for a tour from New York City through the New England States, I submit the following. As tastes differ so greatly, I do not venture to predict that for any other cyclist this route would be the most enjoyable that could possibly be planned; but I do know that when I rode it in company with my wife we found nearly every part of it good. The portions which were the worst for wheeling were the richest for out-of-the-way scenery and varied experiences, so that, taken as a whole, we think it a most delightful route for any kind of tour club.

UP THE HISTORIC HUDSON.

First Run: Leave New York by the Boulevard, to Yonkers, Tarrytown, Sing Sing, Claremont, Croton Landing (Kitchawan House). Total, 40 miles.

Second Run: To Peekskill, Garrisons, cross river to visit West Point, then return to east side, thence to Fishkill, Poughkeepsie; visit Vassar College. (Morgan House.) Total, 80 miles.

Third Run: To Hyde Park, Rhinebeck, Barrytown, Annandale, Tivoli (brick hotel, name forgotten). 114 miles. A fine run with much good coasting and good scenery. The rider will be aided considerably on these three runs by the southerly winds which prevail in the spring and summer.

AMID THE HEALTH-GIVING CATSKILLS.

Fourth Run: Take ferry from Tivoli very early in the morning to Saugerties, thence to West Saugerties and up the Platterkill Cove to Platterkill Falls Mt. House for dinner, — a long climb (2,800 feet), but the labor is repaid. Thence mostly coasting to Platte Cove, to Tannersville (Mountain House), 134 miles.

Fifth Run: Up Kaaterskill Cove to Palenville, thence coasting down Mountain Road to Catskill; take ferry, thence to Hudson, Chatham (Chatham House), 176 miles.

THROUGH THE BEAUTIFUL BERKSHIRE RANGE.

Sixth Run: To Canaan Centre, thence through restful rural scenery near Barkerville, past Richmond Lake to Pittsfield (American House, best hotel on the entire route; spend Sunday here), 200 miles.

Seventh Run: To New Ashford, South Williamstown, Williamstown, visit Williams College, to North Adams, Briggsville, Stamford, through quaint, semi-civilized sections to Heartwellville, — a tough climb and rough road but worth going; thence coast beside the Deerfield River to Readsboro (Hotel, only one here), 245 miles.

Eighth Run: To Whitingham, Jacksonville, West Brattleboro; you will enjoy it, but carry along some of Mr. Elliott's Good Roads literature to leave with the inhabitants; to Brattleboro (we put up with the American House, but cannot recommend it), 274 miles.

Good Roads Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.



Palmer... Tires

Are more easily mended than other tires, and the
repairs are permanent

In the event of puncture, a plug is inserted, without
letting the air out of the tube. In a double-tube tire
the inner tube must first be removed from the outer
casing—an undertaking impossible for anyone but an
expert. But a child can repair a PALMER TIRE.
Palmer Tires are expensive, but they are the most
durable

"Wheel and Tire," containing all official
American bicycle records, will be mailed
to any address for one two-cent stamp

The Palmer Pneumatic Tire Co.

CHICAGO.

BESIDE THE SWIFT-FLOWING CONNECTICUT.

Ninth Run: To Putney, Westminster, Bellows
Falls; cross bridge into New Hampshire, to Charles-
town, Claremont (Belmont House), 320 miles.

Tenth Run: To Plainsfield, through some sand
to Hanover, visit Dartmouth College (Wheelock
Hotel), 348 miles.

Eleventh Run: To Lyne, Orford, Haverhill,
Wells River, thence up the Ammonoosuc River to
Lisbon (good hotel near the bridge and falls, name
forgotten), 398 miles.

UP AND DOWN THE WHITE MOUNTAIN VALLEYS.

Twelfth Run: A fine ride to North Lisbon, Lit-
tleton, then up grade to Bethlehem (Bethlehem
House, good, cheap and homelike), 415 miles.

Spend a week here. Ascend Mt. Agassiz to see
the lay of the land, then visit the many interesting
places which may be learned of by inquiry from
your genial hosts. Be sure to take a one-day cycle
run down Franconia Notch to the Flume; 32 miles
round trip.

Thirteenth Run: Down Crawford Notch. This
is the star run of the tour. Leave Bethlehem early
in the morning, pass Maplewood, Bethlehem Junc-
tion, Fabyans, Crawford House, Willey House;
thence down the valley of the Saco River to Bemis,
Bartlett, near Glen Station; keep the river on your
left to North Conway (Mrs. Riley's private board-
ing house); 460 miles, not counting side trips at
Bethlehem.

Of course, one desiring to ascend Mt. Washin-
ton from Fabyans, or Mt. Willey from the Will-
House, or to take similar interesting detours, w
divide the last run into a two or three days' jaur
This is strongly recommended. While at Nor
Conway by all means ascend Kearsarge (3251 fee
to take farewells of the mountains and to locate tl
places of interest.

TOWARDS CULTURED BOSTON.

Fourteenth Run: From North Conway to Co
way Corner, Madison, Ossipee (carefully avoid tl
Carroll House), North Wakefield, Wolfborough
Union Village (Pike's Hotel), 508 miles.

Fifteenth Run: Through Rochester and Dover
New So. Market (name of hotel forgotten), 54
miles.

Sixteenth Run: To Exeter, visit Phillips Academ
Kingston, Newton, Haverhill, North Andover, A
dover, visit Phillips Academy and the Theologic
Seminary (M — House), 585 miles.

Seventeenth Run: From Andover to Park Squa
Depot in Boston, 610 miles. Visit the sights ar
call on the editor of L. A. W. BULLETIN to tell hi
how much you have enjoyed this tour. Thence tal
Fall River Line back to New York.

This trip is a perfectly practical one—outline
directly from my private tour book; according t
the above arrangement it may be made in seven
consecutive days, without over-taxing even a woman



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

**FALCON
BICYCLES**

Popular with all who appreciate
superiority in bicycle construction.



THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night
With the "Search-Light"
— is a pleasure.

Send for
No. 72 Circular

THE 1896 **SEARCH LIGHT**

HAS A RIGID BRACKET
And will Not Jar Out.

It is no cheap bicycle lantern, but the only really
first-class article of its kind on the market.

Price \$5.00 at all Dealers.

BEWARE OF IMITATORS! Bear in mind that the 1896
"Search-Light" Lantern is
fully protected by patents which will be rigidly maintained.

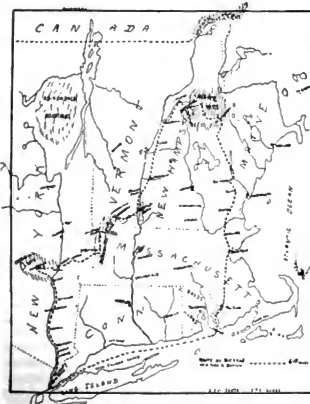
BRIDGEPORT BRASS CO.
Bridgeport, Conn.

Or, 19 Murray St., New York. 85-87 Pearl St., Boston,
17 North 7th St., Philadelphia.

strength; but it is highly desirable to spend at least
four weeks if one has the time to spare.

NEW YORK CITY, June 25, 1896.

No. 58,476.



THE CONQUEROR.

NIXON WATERMAN.

When Sheridan, "twenty miles away,"
His famous steed spurred on, that day,
Meeting and forming his rouled men
Into a conquering wall again,
He gave me strength, for the hosts of wrong
I meet with a purpose firm and strong
When to my wavering will I say,
"Come, Sheridan, twenty miles away!"

J. C. MASSA, 62 W. 23rd street, New York,
says: — "I fully agree with those in favor of flying
the League colors from our handle bars. Let's
stick to our original color; we can add the red,
white and blue when we want extra decorations on
national holidays or other special occasions. I
second the suggestion that the League officers pre-
pare or arrange with some manufacturer the rib-
bons of standard color, size and length, with L. A.
W. woven in, so that all may be alike, and all can
procure them at a fixed price. In connection with
same, I would also suggest that all League members
should recognize each other when meeting or pass-
ing on the roads."

No. 30,772.

Does it do a corpulent man any good to look at
him through a reducing glass?

THE best way in which money can make the
mare go is to fix the road so she can travel faster.

THE ABSOLUTELY ACCURATE Seth Thomas Cyclometers

Positively features found in no other Cyclometer



1000 MILES, PRICE \$1



10,000 MILES, PRICE \$1.50

Dust-Proof, Light, Strong, Accurate, Durable and Easily Read.

Registers 1,000 or 10,000 miles, and can be set at any time without the use of special tools. Will not register when motion is reversed; thus a rider can spin his wheel backward when miling, etc., without disturbing index. The star wheel recording each revolution of wheel, is fitted to the under side of the Cyclometer, permitting close adjustment to wheel, and dising away with the objectionable side arm found in many other makes. Sold by all dealers or sent by mail upon receipt of price.

Seth Thomas Clock Co.,
40 Maiden Lane, New York
144 Wabash Ave., Chicago
126 Sutter St., San Francisco.

YOUR LAMPS GO OUT

Because you do not use the Blue Incandescent Lamp Wick. Gives a brilliant light, never requires trimming, will not jar out, burn longer. Send five cents for sample wick, with size of burner or name of lamp. **G. W. COLE & CO., 111 Broadway, New York.**

Readers and Repairers.



THREE-QUARTER ACTUAL SIZE.
Tapering Rubber Plug (patent applied for) are the ideal tire menders—cannot slip or be punctured anew. Send five cent stamps for assortments. Manufactured only by
BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.
See Simplex advertisement, page 2. Mention this paper.

NATURAL GAIT IN WHEELING.

Before I rode a wheel I was somewhat of a pedestrian, and easily walked twenty-five to thirty miles a day and sometimes forty.

I found that when I walked about three and a half miles per hour, I could keep it up, with an occasional short rest, for a day without excessive fatigue. If, however, I had a companion who stepped off at the rate of four miles an hour, I quickly played out in trying to keep up with him.

I concluded that my natural gait was three and a half miles per hour.

As wheeling as well as walking is performed by the legs, there is also a natural gait suitable for every rider. If he exceeds this to any great extent the result is excessive fatigue.

I have found that my natural gait is ten miles an hour on the wheel, and at this rate I can go for one hundred miles and over without greatly fatiguing myself.

Of course there are spurts on level places and down grades where this is greatly exceeded; but taking the roads as they come, up and down hill, good and bad places, my average will be ten miles per hour while riding, so that, allowing three hours for dinner and occasional stops, a century

If you want a Wrench that is durable, and will not take the corners off the nuts on your bicycle, here it is!

HALL'S IMPROVED WRENCH FOR THE... BICYCLE

Nickel Plated (6 inch Size)
Weight, 6½ oz.
Pat. March 13, 1904.

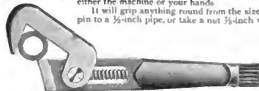


It is drop-forged from Tool Steel, assuring lightness, strength and durability.

It will grip a nickel-plated or polished nut without marring or crushing the corners.

You can use this Wrench so that the harder you pull, the tighter it will grip the nut, preventing the Wrench from flying off and damaging either the machine or your hands.

It will grip any thing round from the size of a pin to a 3/2-inch pipe, or take a nut 3/2-inch wide.



This cut shows the Hall Bicycle Wrench, as used on tubing, and also how it may be applied on nuts, the corners of which have worn round. No other wrench will grip a nut so worn.

MANUFACTURED BY

SAMUEL HALL'S SON

No. 229 West 10th Street, New York City, U. S. A.

Sent by mail on receipt of price, . . . \$1.00

can be made easily in thirteen hours, and I will be as fresh as when I started and ready to ride twenty more miles if I choose.

One way to avoid over-fatigue in riding is to rest on the wheel; that is, when you begin to feel tired after riding some distance, and perhaps a little too fast, slow up to about six miles an hour. The exertion of riding at this rate is practically nothing, and fifteen or twenty minutes at this rate is very refreshing.

Many wheelmen in making a century endeavor to do it in as short a time as possible, and by scorching beyond their natural gait wear themselves out and are physical wrecks for several days afterward.

No man can ride one hundred miles in a day without fatigue. The man that says he does not feel tired after riding that number of miles, simply lies. If he means he is not exhausted, nor played out, nor ready to drop, etc., it is all right. He may be fresh and sound, but he must be to some extent tired.

My gear is 63, and to make 100 miles I have to turn each crank 33,600 times, making over 67,000 motions of the legs. Those who are geared higher have a less number, but have to push harder. It stands to reason that this immense number of movements cannot be made without being felt to some extent in the limbs, and also, if they are pushed beyond the natural gait of man's physical condition, they will be felt to a dangerous point.

I have been at the midday resting places of sev-



(Shows pelvis as it rests on the ordinary saddle.)

**CHRISTY...
ANATOMICAL
SADDLE**

(Shows pelvis as it rests on the Christy saddle.)

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, \$5.00.

A.G.SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Readers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.



The Improved
Standard
Rubber
Cushioned
Spring Saddle
Price, \$4.00.

With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and a perfect seat. Made for ladies and men, and meets all hygienic requirements.

Schlesinger & Yeomans Mfg. Co.
125-137 Rees Street, Chicago, Ill.
Mention L. A. W. Bulletin.



BROWN SADDLES **BROWN SADDLE CO.**

ARE ELYRIA OHIO.

ALL RIGHT.

A CALAMITY AVERTED.

"Pray do not spurn my love!" he cried.

"But let me in your heart abide."

He seemed to hint at suicide

Unless her love he won.

"If you refuse my prayerful plea,

There's only one recourse for me;

"I will pain you to a great degree

To learn what you have done."

She thought she saw the depth of woe

She'd cause if she should answer "no,"

And vowed, for fear he'd crazy go,

"I'm yours forevermore!"

"Would you have killed yourself," she said

"Without my love?" "Ah, no; instead,"

He answered her, "I should have wed

The widow jinks, next door."

The long, strong arms of Commerce reach out in strange directions and to far corners of the earth. Much of the loom used for top dressing in the public parks of Boston is brought in ships, from Philadelphia. It is said to be the cheapest way of securing it and the most expedient. So the Bostonese, when they see the landscape gardener evening up the low spots of the park, may hereafter reflect on the fact that he is getting his Fill-o'-delphia

"This takes the cake!" said the man who went after his chunk of ice on a hot morning and found only a moist spot on the sidewalk.

A GOOD road maketh a glad horse.

eral century runs lately where the hotels at which the riders stopped were like a hospital. Witch hazel, sticking plaster and bandages were in demand. Some were rubbed down for cramps, strains, bad knees and sore backs, and others stretched themselves on sofas, benches, on the floor, anywhere, looking as if they were at the last gasp, and yet they had only ridden 75 or 80 miles, but to gain an hour or two they had scorched part of the way from 16 to 18 miles an hour. At the end of the run they were all over-fatigued, requiring several days to recuperate.

Fatigue is not necessarily an evil; quite the contrary. Nature seems to give us everything in sharp contrast: light and darkness, heat and cold, summer and winter, motion and rest, alternate constantly in life, and make it all the more agreeable. So a strong active man in health has fatigue followed by rest, and he never fully enjoys rest unless his muscles become fatigued. I speak, of course, of moderate fatigue.

These remarks have reference only to riders who use the wheel for recreation, and not to athletes or experts. The latter are expected to overdo themselves for a few years, and then generally to retire from athletic competition with ruined constitutions.

To sum up my argument, my idea is, that to enjoy cycling as well as to accomplish a large mileage, we should not push beyond a certain point, which all riders can ascertain for themselves.

1711 N. 21st ST. PHILADELPHIA, PA.

No. 55,524.



Much Hard Pedaling...

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy-Running

Gendron..

Send for Catalogue.

Gendron Wheel Co.
TOLEDO, OHIO.



You Didn't Know This, Did You?

That Orients Had Fifteen World's and Amateur Records.

Or that G. S. Henshaw won the **Greater New York Championship**, June 27, at Manhattan Beach Track; or that A. Joe Henley broke the **Old Man's World's Mile Record** at Kansas City in 2:16, and the half in 1:04; or that Lon Colburn won the **Amateur 2 1/2 mile class** at Peoria; or that W. A. Suddard and H. D. Merritt of Providence, R. I. won the **mile Tandem Race**, June 27.

But these are Big, Live, Cold Facts.

ORIENTS LEAD THE LEADERS.

WALTHAM MFG. CO.

240 Broadway,

NEW YORK.

Get Our Literature.

A BICYCLE PARADISE.

About Colorado Springs.

Perhaps nowhere, on our great Western Continent, is there a more charming place for wheeling than Colorado Springs. Here are all the concomitants beloved of bicyclists, viz., fine roads, superb scenery and a most beautiful and varied flora. There are points of interest, north, south, east and west, all of them reached by fine roads, where the great landscape Gardener has, with lavish hand, heaped beauty upon beauty. An easy morning's ride is from here through Colorado City to Manitou, not failing to stop for a drink of the delicious natural soda spring, directly fronting the Cliff House, returning through the Garden of the Gods, famed for its wonderful groups of rock, many-hued and fantastic in form. Passing Glen Eyrie, the thirteen thousand acre estate of General Palmer, turning right into the Macer road, which, sloping gradually for some four and a half miles, enables the cyclist to enjoy a long and safe coast nearly to the Springs.

The entire distance is not above fifteen miles and what wonders of nature are to be seen and enjoyed in that short run!

Another charming spin is to Cheyenne Canon. Through the Canon to the foot of the Seven Falls, where, if you will leave your wheel and climb the

McCune Cycles.....

NONE BETTER

Send for Catalogue.

EVERETT CYCLE CO.

Everett, Mass.

Agents Wanted.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896

Model A registers 1,000 miles and repeats, weight, 2 1/4 oz. Price \$1.00.

Model B registers 10,000 miles and repeats, weight, 2 1/4 oz. Price, \$1.50.

Model C registers 100,000 miles and repeats, weight, 1 1/2 oz. Price, \$1.75.



TRENTON WATCH COMPANY,

TRENTON, N. J.

wooden steps in front of you, you will be well repaid for the toil by the view from the top. The distance there and back is nine miles, and the roads level and good the entire distance.

With great ease and enjoyment a day's ride may be taken to Denver, distance seventy-five miles; roads as far as Palmer Lake (twenty-five miles) slightly hilly, with here and there a short stretch of sand which from its depth will oblige all, except the most expert riders, to walk a few feet. After passing Palmer Lake the roads are fine and all the way down hill to the City of the Plains. A ride in south-easterly direction brings one to the town of Fountain (thirteen and one-half miles from here). The road is excellent, but intersected by quite a number of short hills which, however, can easily be climbed by a fairly good rider.

Should the rider in that direction desire a long spin he can, after passing through Fountain, proceed along the straight even road to Pueblo, where a visit to the Mineral Palace may prove of interest to him. Distance from the Springs to Pueblo, fort six miles.

MARIE KOBBE.

A BRIGHT young lady cyclist of Melrose, Mass reports the following twilight chat at the close of the hottest day in June:

"Papa, have you heard the news?"

"No, dear; what is it?"

"The chief of police has pulled in the sun scorching."

Not a Medicine

BUT A

GOOD OLD ALE

Pure,
Wholesome,
A Real Tonic
and a Good Beverage.



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Send stamp for sample of League cloth and price list of uniforms.

SIDE PATHS.

Side paths for cyclists are a protest against bad roads. A good, smooth, well-made and well-kept road is the best and cheapest for man and beast and with the general improvement of roadways the need for special paths for cyclists will become less obvious.

There are no cycle paths in England nor in France, nor in Switzerland, nor in Germany, nor in Italy, nor in any country where statesmanship has been so wisely directed as to develop the resources of a country by the construction of smooth, permanent highways between the farm and the market . . . It follows, then, that a special cycle path can be asked for with justice and reason only in those cases where our road officers have failed to provide a roadway of such quality as to make it fit for the use of all classes of travelers.

I. B. POTTER.

BICYCLE PARADES.

A member of the New York Division of the L. A. W. writes us a letter in which he severely criticizes the undignified, unsightly appearance presented by the wheelmen in general, and the League members in particular, who took part in the parade recently given in Brooklyn. He says "Out of the hundreds of unattached members in this city, I counted only thirty in line. Why is it? Because there is no discipline in such parade, no order. We simply fell in, rode a short way and fell off or got



Strength.... the power to do, will
and force of character, come with the use of
Pabst Malt Extract
The "Best" Tonic

off as best we could. Now and then we would have what looked like a road race,—everybody for themselves and no pacers. I believe the League should have more respect for its members on an occasion of this kind. Appoint a place for assembling; have a few color bearers, for we are not ashamed to ride behind the League color. A bugle would sound nice. Let us have a little more military discipline; appoint members to look after things; keep in line, and then we will look better, and the people will know who the League of American Wheelmen are. I also approve of every member being provided with a streamer of royal purple, with his or her number stamped or embroidered on same."

SEND IN THE NAMES.

We always print a few hundred extra copies of the L. A. W. BULLETIN, so as to allow for "shrinkage" in binding and mailing. All surplus copies are sent out as samples to wheelmen whose names we obtain in various ways.

Send us names of good people whom you would like to have as members in your locality. Don't be afraid of sending too many. We will print extra copies any time if we have the names.

We can send but one "sample copy" to each name furnished us.

KEEP your bicycle oiled up so it won't break down.

WOOD IS GOOD

Neat, Strong, Durable
Connecting Parts,
Aluminum Nickel Alloy
Bearings and Fittings,
same as a Hundred
Dollar Wheel.
Strictly High Grade
Price, \$50.00.
Joints will never loosen.

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Build Your Own Wheel!
Allwood Frame,
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The easiest running frame
in the market
Agents wanted every-
where.

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Handle-Bars Adjustable,
second growth Hickory,
any style.
Sample, \$2.50.
The bars are specially
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warp or shrink.
Ready to deliver in any
quantities.
No number of the
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We can also furnish
Ladies' and Gents' Wheels.
Everything up to date.
Ladies', the Favorite, \$50.
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Good discounts to the
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STRONGER THAN STEEL Attention, Cyclists!

JUST OUT.

An attachment for oil Bicycle Lamps which **absolutely prevents** the light from being put out by **wind, jer or fall**, and **increases** the light fully **30 per cent.** With our attachment a 3/4 inch wick will give a **square topped flame** (not a peaked top flame) 3/4 of an inch wide by 3/4 high, **without smoking.** (One sent to any club free for trial, to prove what we say is true. **Price, 25 cents.** Sent upon receipt of price.

Live size of wick.

Agents Wanted.

The J. A. Wilson, Jr., Mfg. Co., St. Joseph, Mich.

BICYCLES AS SECURITY.

EDITOR L. A. W. BULLETIN:

Your attention is respectfully called to a statement on page 942, of the L. A. W. BULLETIN issue of June the 26th, 1896, that cyclers arrested for alleged violation of corporation ordinances in New York city, may leave their wheels as bail in lieu of other security for their appearance until the final determination of the case, and "that it should be so everywhere."

Will you kindly further state in your next issue that the provision referred to by you is an amendment to the Code of Criminal Procedure and is uniform in its application throughout the State of New York, and if cyclers will insist upon it and assert themselves in this particular, they need not spend any time in durance vile, pending the final disposition of their case.

132 Nassau St., New York.

E. J. TINSDALE.



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Mailed for 25 cents. The phenomenal and unprecedented success of Indiana Chain is certainly due to merit. Write for prices. INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind. Kindly mention L. A. W. Bulletin. M. & M. W. Co., Chicago



SCARF OR STICK PIN.
Sterling Silver Bicycle.
Send 15 Cents in Stamps.
Cat. of Jewelry FREE.
McRae & Keeler, Allentown, Mass.

BICYCLE BELL DRINKING CUP.

A New York member writes that while wheeling with a lady companion, recently, they came to spring where there was no cup to drink with, when the happy thought of using the bicycle bell for the purpose occurred to him. It was quickly removed from the bar and served the purpose admirably, and he wishes to convey this hint to other wheelmen in similar straits.

TOLEDO (OHIO) WHEELING ASSOCIATION

OUR MOTTO.

PROTECTION to wheelmen and their property.

PROSECUTION to road hogs and bicycle thieves.

GOOD ROADS and clean streets for every body.



The Leading Six.

A SARCASTIC DEMOCRAT.

Wheelmen will be pleased to learn from a prominent Republican paper that the Republican statesmen did not omit the Good Roads plank from the St. Louis platform because they were opposed to good roads.

But for this assurance the wheelmen might have concluded that the party of high tariff was consistent enough to be opposed to good roads if not to be in favor of paying the silver miners twice what their product is worth.

In the protectionists' heaven there will be no roads, because every family will produce everything it consumes, keep its money at home and stop the exhausting drain on its resources which results from buying the products of other families. — *Chicago Chronicle*.

The L. A. W. *does not* intend to take any part in "party" politics. Later we may, however, conclude to give a little inside history which would be likely to interest our members.

A TAX ON BICYCLES.

Mr. Hohl, in Common Council yesterday, proposed an ordinance by which a tax or a license fee of \$1 per annum is to be imposed upon each owner of a bicycle.

The highest estimate of the number of bicycles in use in Philadelphia is 100,000; the lowest 30,000, and the right figure is probably not far from half way between these extremes. If the city were to impose this tax it would, provided the tax could all be collected, raise about \$65,000 a year for the city treasury.

The city is certainly not in so bad a condition financially that it must resort to this kind of taxation in order to obtain revenue.

Mr. Hohl, in his preamble, however, furnishes the following explanation of this great piece of local statesmanship:

"Whereas, The large number of bicycles now occupying our public highways has made it neces-

sary to regulate and protect said bicyclers, thereby creating an additional expense to the city of Philadelphia; and whereas, they claim the same rights and privileges as all other licensed vehicles, and are continually petitioning and advocating better roads, it seems right and proper that they bear their share thereof for such improvement of our public highways."

Nonsense, Mr. Hohl. The city has not been and is not likely to be put to "additional expense" in regulating, through the Police Bureau, the movements of bicycles; the bicycle inflicts no damage on the public highways, and as for the making of better highways, that is a part of municipal improvement which every citizen is concerned in and for which bicyclers should not be called upon specially to help pay.

No license fee or special tax ought ever to be imposed upon any class of citizens unless they are engaged in pursuits which demand stringent regulation or which are based on special privileges. The privilege of using the highways for a harmless and popular recreation is not one of them. Let the streets be as free as possible to the use of the people. There is something very provincial in Mr. Hohl's bicycle tax scheme, and it may not be venturing too much to suggest that it has been inspired by that feeling of half malevolent envy toward people who find enjoyment in innovations. — *Phila. Bulletin*.

RECENT facts and figures from all parts of Europe prove that the bicycle craze has now become universal. The increase in France, where exact returns are collected, is typical. Three years ago, when the tax on cycles was first levied, the number in the country was 120,000. Last year the total had exactly doubled. When the estimates for 1896 were drawn up the financial officials deemed justified the calculation that there would be 40,000 additional bicycles. It turns out that their sanguine hope is considerably short of the mark. The total this year is 322,000 or 202,000 more than the number in 1893. — *Ex.*

"RIGHT 'ROUND BOSTON."

NIXON WATERMAN.

RIGHT 'round Boston, seems to me,
Everybody *must* agree,—
Living right 'round here from birth,—
Is the fairest place on earth.
Don't care who may brag and blow,
There's no other spot, I know,
Half so properlike and nice
As right 'round this Paradise.

Right 'round Boston's where you find
People of the broadest mind;
Folks that never care to go
Roaming 'round the world, you know;
Staying right 'round here, you see
They retain their purity,
Viewing with a sense of scorn
Things not right 'round Boston born.

Once I went away out West
To the Hudson—felt distressed
Just to get back East again
Right 'round Boston where the men
And the women whom you meet
In their homes or in the street,
Somehow make you understand
Right 'round here's the chosen land.

It's a joy to know right 'round
Boston, proper, may be found
All of earth and sky and sea
Nature planned as they should be.
Can't see why the human race
Tries to dwell some other place
With a foot of land to spare
Right 'round Boston anywhere.

Other towns may spread and grow;
People right 'round here won't know
Aught about their flare and fuss—
Right 'round here's enough for us.

I've no doubt the by-and-by
Will be pleasing to the eye,
Yet I'm 'fraid it won't be near
'S nice as right 'round Boston here.

ARE SIDE PATHS SPECIAL PRIVILEGES?

Noticing in the BULLETIN of June 12 a communication from the first L. A. W. secretary, Albert S. Parsons, on the above subject, in which he states that they are special privileges, I would like to say a few words in the negative.

From Mr. Parsons' understanding of the case, it would appear that the bicycle, being legally a vehicle, has no more right to a special path of its own than any one kind of a wagon has from another.

If that is so, it would evidently not be right for one kind of a wagon to have a special path of its own, yet in but very few of the parks in any of the large cities are the trucks and drays allowed, as they cut up the driveways and make very poor driving for the lighter class of vehicles. I would also like to draw attention to the fact that in most of the city parks there are special paths intended for the use of equestrians alone. Nobody considers that a sidewalk for pedestrians is a "favor granted," as Mr. Parsons states that a cycle path is for wheelmen; yet I think that on the average I will through-

out the season ride ten miles where I walk one, and I won't hesitate to say, if I had a good system of cycle paths to ride on, in either wet weather or dry, I would ride fully twice as far on the wheel, and walk about half as far.

Mr. Parsons also considers that the demand for cycle paths comes from those who want to "scorch," but I believe that if he had been interested in building paths, or had even ridden on one for any length of time, he would have found it directly the opposite, as it has been my experience that the majority of those who take to the path are those who ride for higher pleasures, and who would feel twice as unsafe on crowded parkways as they could possibly be on cycle paths.

Perhaps it would be just as well also to say a few words in favor of the scorches, as I believe that there is not one tenth of the danger from them that there is from the drivers of wagons, as recent numerous fatal accidents to wheelmen on the roads, caused by careless driving, would seem to substantiate.

Although not in the line of my article, I would like to enter my protest as a League member against the use of the pages of the BULLETIN for a quantity of official news that is not read by one member out of one thousand, and if it is not printed to be read, what is it for?

W. F. COOPER.

Meriden Wheel Club, Meriden, Conn.

ENGINEERS differ as to the best form of cross section for a cheap earth road, much of the difference being due to the observation of different conditions, climatic, etc., and under different circumstances of traffic. The general opinion favors the round form, which seems to hold its shape better than a section consisting of two or three planes. The rise of the centre or top of the arch should be as little as possible, consistent with good drainage, because a flat surface is better to drive on. Where the rainfall is small and the grades easy, a rise at the centre of one-fiftieth of the width of the graded or rounded portion will be sufficient for the finished roads if they are built with a heavy roller.

If Congress would turn its attention to country roads instead of streams and make these great appropriations for their building, it would answer the purpose of the politicians better because every district could call for help in roads, while not everyone can find a stream that even by Congressional courtesy can be called navigable. The appropriation, if made for country roads, would do some good to others beside those employed, whereas, the money spent on harbors and rivers, in nine cases out of ten, are of no other benefit, it being consumed in pulling out snags and dredging bars on streams that are not navigable by any craft larger than a row boat.—*News*, St. Joseph, Mo.

BICYCLE wheels are pleasant revolvers to kill time with.

FIFTY per cent. of the people going to summer resorts want roads for wheeling.

RAVAGES OF THE BICYCLE CRAZE.

We extract from an editorial in the *New York Evening Post* of June 2, in which the editor argues that the cause of hard times in most industries is owing to the bicycle. Theatrical managers say they have had the poorest season for many years, and that after patient and anxious search for the cause they have found it in the bicycle craze. They say that not only do young men and maidens, but old men and women, save up their money in order that with it they may buy wheels. This of itself is disastrous to the theatres, but worse remains to be told; for having bought the wheels they ride on them in the evening instead of going to places of amusement. They ride also on Saturday afternoons, and in Chicago they ride so universally on Sundays that the theatres, which formerly gave successful performances on that day, have discontinued them. The Sabbatarian might find encouragement in this fact were it not true that the churches are suffering almost as severely as the theatres from the same cause.

Business men are as loud in their complaints as the theatre managers. The watchmakers and jewelers say they are nearly ruined; that all pin money which the young people saved formerly with which to buy watches and jewelry now goes for bicycles; that parents, instead of presenting a boy with a watch on his twenty-first birthday, now give him a bicycle, and that all the family economy is now conducted with the object of equipping every boy and girl, as well as father and mother, with a wheel. The confectioner cries "me too" to this plaint, declaring that about all the business he does is in chewing gum, ice cream, and soft drinks, while his candies find few customers. The tobacco manufacturer says he is the worst hit of all, since few riders care to smoke on the road—for which there is reason for profound gratitude—and the journals of the trade say it is a fact that the consumption of cigars is decreasing at the rate of a million a day, the total decrease since the craze became general, averaging no less than 700,000,000 a year. Instead of sitting idle and smoking most of the day, hundreds of men now ride and smoke only when they are resting.

The tailor, the hatter, the bookseller, the shoemaker, the horse dealer, and the riding master, all tell similar tales of woe. The tailor says that so many men go about half the time in cheap bicycle suits that they do not wear out their good clothes half as rapidly as formerly. The hatter says so many of them wear cheap caps, in which there is no profit to the maker, that their hats last them twice as long as heretofore. The shoemaker says he is even worse off, for while they buy cheap shoes for the bicycle, they do not even wear these out, and they refrain from walking much in any kind of shoes whatever, so that his loss is almost total. The bookseller says people who are rushing about

on wheels, days, nights and Sundays, no longer read anything, and his business has become practically worthless. As for the horse dealer, stable keeper, and riding master, it is notorious what has happened to them. They are no longer "in it," and, like the horse, are a drug in the market. Even the saloon keeper groans, for he says that while many riders drink beer, the number who take "soft drinks" is much larger, while the number who take "hard drinks" is diminishing, which must be the case in a pastime which cannot be followed with an unsteady head.

But the greatest gainer of all is the American race. An eminent physician is quoted as saying that "not within two hundred years has there been any one thing which has so benefited mankind as the invention of the bicycle," that "thousands upon thousands of men and women who till within a few years never got any out-door exercise to speak of, are now devoting half their time to healthy recreation, are strengthening and developing their bodies, and are not only reaping benefit themselves, but are preparing the way for future generations which will be born of healthy parents." There is no doubt about this. As a people the Americans have never taken sufficient out-door exercise. We have been a nation of dyspeptics, simply because we did not take sufficient physical exercise to develop and strengthen our bodies. The bicycle is a wonderful builder up and purger of the system. It not only abolishes indigestion and dyspepsia, but rids the system of that curse of middle and old age, rheumatism, and thus adds enormously to the national good nature as well as to the sum of national happiness.

As a social revolutionizer it has never had an equal. It has put the human race on wheels, and thus changed completely many of the most ordinary processes and methods of social life. It is the great leveler, for not till all Americans got on bicycles was the great American principle that every man is just as good as any other man, and generally a little better, fully realized. All are on equal terms, all are happier than ever before, and the sufferers in pocket from this universal fraternity and good will may as well make up their minds to the new order of things, for there will be no return to the old. The true philosopher under the new conditions was the watchmaker of the rural New York village who, when he found the demand for watches falling off, gave up dealing in them and went into the bicycle business. — *Scientific American*.

G. Wash., as a youth,
Was a lover of truth
And a pretty good boy we'll allow,
But that cherry-tree tale
Has become rather stale
And a little bit hack-nayed now.

VICTIM: Excuse me, madam, but my seat cost me two dollars, and your hat—

VICTEE: My hat, sir, I would have you know, cost me ten dollars. — *Ex.*



CYCLIST'S SNAP SHOTS. — ROAD IN SWITZERLAND.

Supt. John Ellis of the Pabst building has started the first bicycle room with free attendance yet established in the city for the accommodation of tenants of a large business block. The arrangements made by Supt. Ellis include a bicycle check system by which each wheel is tagged. The tenant owning the wheel gets a duplicate number and when he wants his wheel he calls down to the attendant and the bicycle is brought up to the sidewalk ready for use. — *Milwaukee Sentinel*.

THE SLOTH.

I sing that charming thing,
The sloth — the wisest beast
That moves by leg or wing,
Because he moves the least.

He does not rise to see
The sun the day begin.
It can be done, thinks he,
Without advice from him.

He knows 'tis deeds men do
That cause all suffering.
Humanitarian true,
He never does a thing.

He simply eats and drinks
And cherishes ideals,
And indolently thinks
Of things he never feels.

He knows his theories
In practice would not fit.
And so he never tries
To put them into it.

You may choose power or fame —
I grant you gladly, both —
But when I'm born again
I want to be a sloth. — *Life*.

A MISS is as bad as a mile.

DON'T ride your wheel in a
manner that you will later regret
when you have learned better.

WHEN the mice are away the
cat gets hungry.

DEATH loves a shining mark,
but political honor is likely to
hit a horse in one of darkest
back stalls.

SOBER second thoughts usually
come the next morning.

TAKE good care of your wheel
and it will take good care of you.

FOR a man to have to walk on
his uppers, lowers his standing.

THE pulpit joke can nearly al-
ways be pardoned on the ground
that it isn't a very good one.

IF THE 4,000,000 bicycle riders in the United States should unitedly urge good country roads we should get them. If bicyclists get good country roads they will pay up for some of the wrecks they have caused in other occupations. They owe the duty to the country as well as for their own comfort. They should organize for work in that line. — *Inter-Ocean*, Chicago, Ill.

CAIX was the first real prime-evil man.

THE WHEEL IN GERMANY.

The increasing use of the wheel renders all expressions of opinion concerning the matter from a medical standpoint of universal interest. The following letter, recently published in a foreign periodical, gives the views of Dr. Martin Siegfried, the physician in charge of the health resort of Rippoldsan, in the Black Forest:

"You know," he begins, "that for several years I have investigated bicycling, and on the basis of observations made with the thermometer and the watch, concerning the variations of the pulse, the breathing, and the temperature of the body during longer and shorter trips, have reached the conviction that, under the conditions I impose, no other exercise is so well adapted to maintain and increase the elasticity of the mind and the vigor of the body.

"You ask: 'May I use the bicycle?' I answer without hesitation, 'Yes,' unless the exercise of walking or driving in any easy carriage over a good road is forbidden. Both walking and driving are combined in cycling, and in the pleasantest and most advantageous manner for the strengthening of the entire body. The influence upon the nervous system, at the same time, is still more advantageous. Instead of leaning idly back in a carriage, dependent upon the docility of the horses and the skill of the coachman, the bicyclist has the same agreeable consciousness of personal action and superiority which is the special charm of riding and driving. This resemblance even goes much further than the person who knows nothing of the wheel is inclined to suppose. The unparalleled flexibility of the wheels produced by the almost total removal of the resistance of friction makes the machine apparently gain life under the rider and respond to the slightest movement, like the trained saddle horse.

"Another advantage in bicycling is the consciousness of personal guidance and honest toil. The steel steed will not move voluntarily a single pace on level ground, and, if on a descent, it wants to run away, the rider must offer resistance by placing the weight of his body on the hurrying pedals. Whoever dashes down a steep hill with his feet on the rests, guiding the machine only by the handle bar is no worthy bicyclist.

"But then it must also be healthful to use the sewing machine," I have heard you say in imagination long ago. 'All physicians and others agree that the sewing machine ruins the health of those who work on it constantly, and the exercise of bicycling seems to bear a marked resemblance to the operation of the sewing machine.'

"Seems to bear, certainly; but that is all. Whoever has told you that the two movements were really the same, either does not understand the sewing machine, or is not familiar with the bicycle, or belongs to the category of those who know nothing about either, and therefore are the more tenacious

in opinion. To refute in detail, upon an anatomical basis, a prejudice so widespread, not only among the laity, but among physicians also, would exceed the limits of this article. I will make but one assertion, with which every one who comprehends the subject will agree—that the principal motion in using the sewing machine is in the ankle, while in cycling the work is done by the joints of the hips and the knees. Moreover, there is a wide difference in the circumstances under which the two pursuits are followed. One involves continuous sitting for hours in a bowed position, which contracts the lungs and wearies the body, in a room poorly ventilated or perhaps not ventilated at all, while pursuing a purely mechanical occupation, which allows the free entrance of the spiritual poison of idle dreams—nay, perhaps, by the monotony of posture and employment during long hours, actually evokes them. The other, an exercise which strengthens the muscles of the trunk and lower extremities, is practised in fresh air and in an erect attitude, causing the breathing to deepen, the pulse to beat more strongly, and the blood to improve by the increased admission of oxygen, and necessitating constant attention, practice in watchfulness, and presence of mind. Here is a little sharp stone, which might injure the rubber of the pneumatic tire; yonder a rough piece in the road, which must be quickly avoided in order not to expose the machine to unnecessary jolts; again, the rider must be on the alert in passing carriages or other wheels. There is no time to wake from a reverie and ask: 'What shall be done?' The sweet dreamer is suddenly in the ditch by the roadside. Thus the use of the bicycle is a powerful means of training individuality.

"Great self-control is often necessary to prevent excesses, especially the over-exertion so perilous to health. In this particular respect the ladies will set us a good example, and I expect more restraining influence from their participation in the sport than from the longest explanations of the dangers which attend over-exertion. True, the fool will continue to find his sole satisfaction in 'devouring the miles'—pardon the expression—but this species of person, whose reckless riding is everywhere a source of annoyance, and whose humpbacked posture awakens the ridicule of all sensible people, is disappearing more and more from the highroads, and going where he belongs—to the race course."—*St. Louis Globe-Democrat*.

FIFTY MILES AROUND BRIDGEPORT

is the title of an interesting little book (including map), which is published by J. H. Cogswell of that city. It contains numerous routes, town laws, and other matter of interest to touring wheelmen.

Don't forget while riding out you are to ride back again. It's the last half of the trip that wears the beginner.

It's a long lane that has lain long without repairs.



CYCLER'S SNAP SHOTS.—IN LENOX, MASS.

THE poor youth, whose wealthy sweetheart fears he would not love her with conditions reversed, is willing to prove he would.

AN INFERNAL machine—the early morning lawnmower.

It's hard to keep a kiss a secret. It's sure to pass from mouth to mouth.

A LIQUID road doesn't drown the wheelman's sorrow.

If you wish to take comfort have your tire give a little.



CYCLER'S SNAP SHOTS.—IN LENOX, MASS.

AS USUAL.

Old Mother Hubbard
Went to the cupboard
To get her poor dog a bone;
But they all looked so sweet,
That she kept them to eat,
And so the poor dog had none.

When flattery pattieth a stupid young
man
He waggeth himself just as hard as he
can.

The strife others make us we little
should fear
Because we can quickly defeat it.
Few people get into hot water, my
dear,
But they've furnished the fuel to heat
it.

CONSIDER the bloomers of the
road. They toil not, but they
spin like everything.

THERE are lots of harps in
heaven but no lyres.

"THE way of transgressors is hard." That's
why they avoid the muddy street and ride on the
concrete sidewalks.

THE girl who is dazzled by her beau's diamonds
is stone blind to his faults.

IT SOUNDS paradoxical, but an ice trust can make
it hot for a community.

WHAT did Mother Hubbard go to the cupboard
for? Her dog's wish-bone.

OTHER things being equal put
your vote where it will do the
most good.

THE pessimist says, "There's
a divinity that shapes our ends
rough, hew them how we will."

SOME men who boast of hav-
ing come from such good families
must have traveled a long ways.

IF WOMEN would cease insist-
ing on having complimentary
things said to them men would
not lie to them so much.

SOMETIMES it is easier to lie
than it is to ride a century in the
time stated.

THE hare was a "scorcher"
but the evenly-going tortoise got
there first.

From NEW HAVEN to PORTSMOUTH.

IT HAS been my pleasant experience to make a tour of the New England States over the following admirable route:

From New Haven I took what is called the Shore Road, passing through East Haven, Brandford, Guilford, Madison, New London, Stonington, to Narragansett Pier, which is a straight road and was then in good condition with the exception of a few miles in Rhode Island, which were very sandy.

I crossed from the Pier to Newport and then took the road to Stone Bridge, and then on through Tiverton, North Tiverton, Fall River, Asonnet, Taunton to Boston.

From Boston I passed through Charlestown, Chelsea, Lynn, Salem, Hamilton, Ipswich to Newburyport; then on through Salisbury, Smithtown and Hampden to Portsmouth. The roads up to this place are very good, but from here on to Portland, Me., are not as good.

I returned through Portsmouth and Newburyport, and then through the northern part of Massachusetts to Greenfield, passing through Haverhill, Lawrence, Lowell, Ayer Junction to Fitchburg, where, on account of the hills, I took the train to Greenfield, and then down the Connecticut Valley to Springfield, Mass., then through Tariffville, Baker-ville and Torrington to Litchfield, Conn., to Waterbury, to Ansonia, to New Haven, thus completing a very pleasant trip.

EDMUND RUSHMORE,

No. 56,752.

A PASTOR ON WHEELS.

The bicycle is made to be a changeable creature, says Rev. C. E. Varney of Monroe, Wis. When it is headed for the church it is a religious creature; but when it is headed for a shady spot in the woods where a tired man can build up his soul it is a creature with horns.

The church of today does not hold the key to heaven and hell as it was supposed to do. There is not a great book in which the church tallies are kept. Church going will not cover a multitude of sins. A man feels that his future is in the hands of God whether he goes to church or not. The church must stand on its merits. If it can furnish entertainment and spiritual food people will go to it. But if the minister is a grind and the doctrines are full of hatred and bitterness, the soul gains more nourishment in God's sunshine, whether on a bicycle, in a carriage or on foot.

Paul gives us the thought that should guide us. If a man thinks a thing is wrong then he must not do it. If he thinks it's right then there is no power to judge for him. If a man feels worse for coming to this church, then he had better stay away. If he feels better on Monday for a bicycle ride than he

would had he gone to church, then he did right. And if the church attendance is small we may know that humanity is being helped more than by the church.

I know that I am in danger of being misquoted. I want it understood that I believe that the church is the best influence for spiritual good that there is. Still this, like other things, is abused. And if a man goes to church and is made to despise himself and his fellows as worms and depraved things, he had better by far be at home or out in the woods.

Sunday bicycling is liable to abuse, and any form of abuse we must condemn. But if the man is confined in the store or shop six days out of the week, and then will go to church in the morning, if there is some church that will help him, there can be no sin in a quiet little run with his wife and friends out in the country. That must be as helpful to his spiritual nature as any influence that can come to him. Thousands of people will work their horses Sunday as they ride about the town, but they will sit back in their carriages and condemn the bicyclist. Each Sunday I see people driving horses through the streets that would be shocked if they saw me on a wheel. The man who rides out on a wheel on Sunday makes no one work but himself. The man in the carriage works the horse and sometimes the hostler, the coachman, and the footman. Some would say it is all owing to how you look at it. Paul says to him that esteemeth anything to be unclean, to him it is unclean. But nothing is unclean of itself.

A SUBSTITUTE.

The bicycle ordinance which passed its first reading at the last session of the city council, is not considered strict enough by bicycle riders at whose instance it is said to have been framed. They prefer something like this, which will next month be offered as a substitute:

SECTION 1. No person shall ride a bicycle on any street or highway within this city without having firmly attached to said bicycle a red light on the starboard side thereof, a green light on the port side thereof, and a boat gong and a fog horn on the handle bar thereof, and said red light and said green light shall be kept constantly burning between the hours of sunset and sunrise by means of electric battery or motor with attachments.

SEC. 2. No person shall ride a bicycle at a greater rate of speed than four miles an hour, and every person shall dismount before passing a street crossing and fire a pistol and beat his gong, and sing a hymn before proceeding on his journey.

SEC. 3. No person shall ride a bicycle on any street or highway within the city without first having obtained from the coroner, pound master, and at least one clergyman of good moral character, certificate under seal, severally signed by said officials, certifying that the said rider of said bicycle is entitled to be at large and that he is properly equipped for his journey. — *Democrat* (Waverly, Ia.)

THROUGH GREATER NEW YORK.

Following is a description of a century run through Greater New York that will be of interest to brother members:

Take 99th street ferry to College Point; follow the trolley to Flushing; straight through Flushing keep the road on left to Jamaica; turn right two blocks; turn left across railroad to Tatars Hotel. Here take Rockaway road and at first turn left to Merrick road; turn right direct to Springfield, Valley Stream and Pearsalls. At grocery store, turn right to forks; turn right to blind end; turn right again to end; turn left direct to Lawrence to Far Rockaway, straight through town; turn left, one block; turn right and cross bridge direct to Arverne, to Rockaway; turn right to landing.

Take boat to Canarsie; after reaching village take first street to right for a block, and then turn left to Liberty avenue, Brooklyn; turn left to Eastern Parkway; turn right to Prospect Park; take either drive to south end of Park; take cycle path to Coney Island.

Return on cycle path about four miles when you reach the sign to Bay Ridge; turn left to Bay Ridge; take boat to St. George, S. I.; turn right, follow shore road to Port Richmond, at the ferry; turn left to blind end; turn left and follow this road to Eltingville; cross railroad, then turn right, direct to Tottenville.

Retrace this road to New Dorp; keep road on right and you will strike the shore road at Clifton; turn left, follow trolley cars to St. George. Take ferry to Whitehall street, New York, then follow cable slot on Whitehall street and Broadway to 14th street; turn right to Irving Place; turn left, past Gramercy Park into Lexington avenue to 26th

street, to Madison avenue, to 59th street to Columbus square, up the Boulevard to 106th street; turn right to Central Park; leave Park at 110th street and take Seventh avenue to Central bridge; turn left on bridge to Sedgewick avenue, to Hailey avenue, direct to Kings bridge; turn left, cross railroad; turn right on Old Broadway to the city line at Yonkers.

Distance one hundred miles. This is one of the finest, if not the finest, century runs to be had any where.

JULIUS C. OTT, No. 92,527.

WIDE tires narrow the cost of road making.

MOTHER'S slipper was the original tanned 'em.

KINDNESS is not thrown away though shown to a wheel.

Loving a grass widow is the pleasantest kind of a hay fever.

In the spirited Lexington of Kentucky there is no such word as "water."

The "down" of the banana peel is really greater than that of the peach.

THE average artist's study is—how to pay the rent.



"I would not live always"
Had never been penned.
Had roads been like this
From beginning to end.

THE SPOONY COUPLE.

All mankind loves a lover.—EMERSON.

NIXON WATERMAN.

THE summer's here; where'er you stray,
Go where you will by night or day,
Sly Cupid's busy, "making hay,"
And doesn't waste a minute;
Between the daylight and the dark,
In boulevard and street and park,
There's not a spot but you can mark
A spoony couple in it.

On car or boat or wheel, one spies
Some couple making honeyed eyes,
With sweetest smiles and softest sighs
They're certain to begin it;
Until at length you gravely doubt
If you should search the world about
That you could find a spot without
A spoony couple in it.

And who would have it changed — would you?
I like to hear the lovers coo
And in their softest lisping woo
Some gentle heart and win it,
In all the world there should not be,
From Eden to eternity,
A place without — it seems to me —
A spoony couple in it.

RULES FOR THE ROAD.

No exercise or diversion has ever taken such a firm, peculiar and lasting hold upon all, young and old, rich and poor, as cycling. All may benefit by and enjoy its pleasures. All the world lies open before the cyclist, and when he is in his proper place on the road, and moving at a proper rate of speed, that place, where he is, is for the moment his property, and he must be protected thereon. There are a small number of irresponsible, irrational youths who do not seem to understand this. I speak of the "road hog" and the "scorcher,"—he who wants, and if allowed, takes a little more than half the road, who, thinking himself a second Zimmermann, with humped back and eyes on ground, goes tearing through the streets. The "Clear the road, I am coming" chappie,—he who passing (from the rear especially) tries to see how near he can come without colliding; such an one taking what does not belong to him, and jeopardizing other people, much better than himself, is a knave; and in risking, in case of an accident, the certain punishment to himself (or his father) is a fool.

The ordinary cyclist must necessarily run some risks from falls, breakages, accidents, etc. Injuries caused from the before-mentioned acts would be criminal assaults. Road racing is an abomination. The annual "Milburn-Irvington race," with its accidents, fights, riots and death, held under "so-called authority," (Where do they get it?) is a brutal exhibition, an unlawful proceeding and an outrage upon the public.

An occasional trial of speed between two or three would pass unnoticed. I would say to the "road

hog" and "scorcher" (fortunately they are few,) that they make themselves so obnoxious that if they do not heed some such advice as this, laws will be passed, and soon, limiting speed to so low a rate as to take a great deal of pleasure from them as well as all and more respected cyclists. Let us keep the great privileges we are now enjoying by deserving them. I am an old wheelman; there are five bicycles in my house; we want to enjoy them.

For the backing it would give me in case of assault upon the road, etc., I some years ago obtained the privilege to sign myself as I do. In closing let me say to all cyclists, and especially to wheelwomen, turn to the right when passing, when meeting; turn to the left, when passing from behind; keep on right side of road; when in company do not spread to cover *more* than half the road; never pass on both sides of a horse; give way to a loaded wagon; do not keep close behind any wagon; *always* look behind before turning; when passing from behind ring bell, unless there be plenty of room; take no needless risks; remember the "golden rule;" when a bell behind rings, keep steady, do not swerve, and especially not to the left, (some scorcher may be trying how near he can pass without colliding). To tandem riders: although there are two of you, you are not entitled to have twice as much of the road as one person, or to go twice as fast.

L. A. W., No. 66,639.

EAST ORANGE, June 20, 1896.

REV. F. E. BRITTON, pastor of the First Baptist Church at Albion, Mich., does n't propose to let Satan steal away those who ride the bicycle. He delivers sermons especially to bicyclists. He has a check room provided for wheels in the basement of the church, and the edifice appropriately decorated with the wheel and its belongings. In case the service fails to attract bicyclists the pastor intends to visit a near-by resort where wheelmen congregate, and there hold services.

GOOD FOR UTAH.

Although that division now has less than one hundred and fifty members, Utah has just issued a very creditable handbook, which also contains several of the important characteristics of a Road Book. It is enterprise of this sort that tends to make large divisions.



GREATER NEW YORK AWHEEL.

MOST resorts; best wheeling in world; male and female escorts. \$3.50 per day and expenses. Special rates and tours on application. H. W. PORTER, 36 Church street, New York.



EVERY DAY GOOD ROADS.

The farmers used to have a certain or an uncertain time each year for "working" the roads. Nothing could be done before or after that particular time for the improvement of the highways.

If the floods came just after they had repaired the roads by piling all the soft dirt obtainable in the middle of the thoroughfare, and washed great holes in it, everything had to remain in a disorganized condition until the next annual road working season arrived.

As a matter of course the roads were used all the year, more or less, but they had to shift for themselves most of the time.

Horses protested against this plan and some of them "kicked" vigorously; but the "perfect brute," man, held the reins and likewise the whip, and so the protest was in vain.

And then the bicycle came and men discovered that a bad road is just as bad one time as another. The fact that roads were once made good did not

avail much. They must be kept good. You cannot go wheeling on the mere reminiscence of a good road.

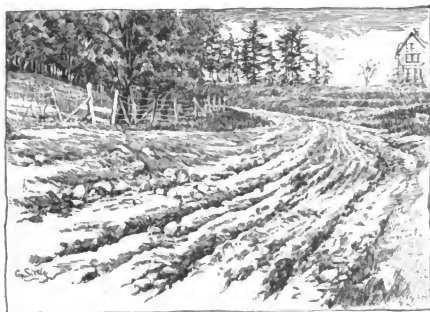
Every time a bicyclist goes over the road he notes its defects, and he insists on having them fixed at once.

The once-a-year plan of repairing highways is going out of style. The prayer now is, "Give us this day our daily good roads."

The best time to fix a road is just at or just before the time it needs it.

DEPUTY SECRETARY HAMILTON, of the State department of agriculture, in recent efforts to meet the clamor for good roads in this State, has sent a letter to the different county commissioners in the State in order to secure the names of the various supervisors of roads in their respective townships. He was for a long time supervisor of roads in college township, Centre county, and has demonstrated that the roads can be put in first-class condition without extra tax levy other than that already assessed. He claims a road seventy feet wide can be macadamized to a depth of six inches at a cost of not less than \$500 per mile. He has the co-operative sympathy of the most prominent agriculturists in the State in this movement. The Chautauqua at Eglesmere during August have set a day apart for the discussion of the good road question, and important legislation is promised from the next assembly for the betterment of Pennsylvania's roads. More than one-half of the commissioners addressed by Secretary Hamilton have promptly responded. — *Star-Independent*, Harrisburg, Pa.

SLIPS count in riding a bicycle in a muddy road.



You whom the wheel is giving
A world of perfect bliss,
Would life be worth the living
Were all the roads like this?

THE more tire there is on the wheel the less there is on the horse.

MONTHS with or without an R in them are good in which to fix the roads.

EVEN a bicycle wheel hates to indulge in mud-slinging, but some roads are so bad it can't help it.

AS ITS highways improve a community feels better.

RUST eats more than use wears.

QUALITY and not quantity counts in bicycle riding.

THE best time to fix a road is whenever it needs it.

A PNEUMATIC tire is better than a pneumatic road.

League of American Wheelmen

.. Official Department ..

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Mailed to any address for twenty-five cents. The same

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Date of Expiration

Number

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City

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City and Division in which my home is located

Division will be supplied at date of expiration.

Write references on margin below.

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ABRAHAM BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

I, _____, hereby apply for my initiation fee in the L. A. W. Twenty-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. Constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and that I am a member of one of the following (or three other reputable citizens) named below:

Name

Street or Box

City or Town

State

Cycle Club

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily opened to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents.

ABRAHAM BASSETT,
12 Pearl St., Boston, Mass.



VETERAN BAR.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the "Veteran" in enamel.

All orders must be sent to the secretary accompanied by the price of bar, \$5.00. Bar with gold badge attached, \$5.50. Members holding numbers less than 2480 may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and moderate in price. It is of celluloid, steel bound, and it exhibits both sides of the ticket without exposing it to wear. It will be sold for ten cents.

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Morgan O'Brien, Milwaukee, Wis., clause (a).
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Will Sherlock, Fort Smith, Ark., clause (b).
Will Carter, Fort Smith, Ark., clause (b).
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T. H. Cummings, Marengo, Ill., own request.
J. A. Knepper, Marengo, Ill., own request.
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George Rice, St. Cloud, Minn., under clause (a).
George C. Webb, Minneapolis, Minn., clause (a).
E. P. White, St. Cloud, Minn., clause (a).
Steve Tenover, St. Paul, Minn., clause (a).
Ted Tenover, St. Cloud, Minn., clause (a).
Frank H. Williams, Minneapolis, Minn., clause (b).
Robert H. McLeary, St. Paul, Minn., clause (b).
Oscar E. Rydell, St. Paul, Minn., clause (b).
Max Littman, Minneapolis, Minn., clause (a).
H. W. Higgins, Minneapolis, Minn., clause (a).
and (b).
C. V. Cummings, Minneapolis, Minn., clause (b).
A. C. Merrens, St. Paul, Minn., clause (b).
George T. Rogers, St. Paul, Minn., clause (b).
Paul Fichtner, St. Paul, Minn., clause (b).
John McDiarmid, St. Paul, Minn., clause (b).
William H. Jackson, Minneapolis, Minn., clause (b).
Otto Wirtensson, Minneapolis, Minn., clause (b).
and (b).
Howard T. Pyle, Minneapolis, Minn., clause (a).
Max Berndt, Minnesota, clause (a).
Lake M. Johnson, Minneapolis, Minn., is transferred to the professional class for competing in professional races in Texas, and is also suspended from all track racing for 30 days from June 25 for riding in unsanctioned races at Waco, Tex.

Suspensions.

C. Beers, Columbus, O., has been suspended from all track racing for 30 days for false entry.
For competing in unsanctioned races, following are suspended from all track racing for 30 days from June 25: George C. Webb, Frank H. Williams, H. W. Higgins, Otto Wirtensson and Max Berndt, Minneapolis, Minn.
For competing in unsanctioned races, and under an assumed name, John Nilsson, Minneapolis, Minn., is suspended from all track racing for one year from June 25.
For competing under an assumed name, I. T. Dugan, Hamlin, Minn., is suspended from all track racing until September 1.
For competing in unsanctioned races, and under an assumed name, Howard T. Pyle of Minneapolis, Minn., is suspended from all track racing for six months from this date.

The attention of riders is directed to General Rule C' of the Racing Rules. In default of withdrawal of entry one week before date of meeting, or of a satisfactory and conclusive explanation of failure to compete in ANY OF THE EVENTS for which entered, riders become liable to suspension from the track for a period at the pleasure of the Board. Entrants in handicap events may only be excused from starting by the referee. Failure to pay entry fees also renders riders liable to suspension.

National Circuit.

September 28 has been assigned to Interstate Fair Association, Trenton, N. J.

The races of the Detroit Wheelmen, July 17 and 18, owing in a lack of a suitable available track in Detroit, will be run at Windsor, Can., under the same auspices, and out of courtesy of the Canadian Wheelmen's Association Racing Board, under the L. A. W.

The suspension placed upon Alexander Reinecke, Elkhart, Ind., has been reduced to expire Jan. 1, 1897.

Sanctions Granted.

July 15—Zoo Park, Springfield, Mo.
July 15—Saratoga Quill Club, Saratoga Springs, N. Y.

July 15—Ramblers Bicycle Club, Warsaw, N. Y.

Sept. 23—H. M. Kain, Philadelphia, Pa.

Aug. 8—Power Loom Ingrain Carpet Weavers' Protective Ass'n., Philadelphia.

July 11—Maryland Inv., L. A. W., Baltimore, Md.

July 23—Asbury Park Wheelmen, Asbury Park, N. J.

T. M. Drolshaguch, Bucyrus, O., own request.

W. A. Patey, clause (b).

July 21—R. E. Sheets, Belle Plaines, Ia.

July 20—Yellow Fever Cycling Club, Milwaukee, Wis.

July 1, 8, 15, 22, Keokuk County Club Cyclers, Sigourney, Ia.

July 1—Longa Colombo Society, Youngstown, O.

Sept. 7—Huntington Cycle Club, Huntington, Ind.

Vermont Wheel Club, transferred from August 27 and 28 to August 28 and 29, Brattleboro, Vt.

July 27—Northampton Cycle Club, Northampton, Mass.

July 22, Y. M. C. U., Rutland, Vt.

NEW YORK SEMI-ANNUAL MEETING

Of the Division Board of Officers was held at the St. James Hotel, Utica, June 15. The total number present in person, seventeen. Represented by proxy, thirty-five.

Chief Consul Potter reported that notwithstanding the extraordinary expenditures of the year the treasury was stronger than for several years past.

It was referred to the great increase in membership, the division roll now having more than five times the number of names which it contained eighteen months ago and predicted that before the end of next April a total of 150,000 would be reached.

He also referred to the constantly improving character and standing of the general membership, and stated that many public officers in the State had recently joined.

He referred to the improvement of local organization and the advantages thus gained, not only to wheelmen but to all other users of the roads and streets. He said numerous other local organizations were to be established throughout the State.

The division had, by its opinion, prevented the passage of a proposed tax law in New York. For many months the *Times*, *Tribune*, *Herald* and *Mail* and *Express*, of New York, had printed in their columns daily a notice to the effect that cyclists desiring to join the League of American Wheelmen could obtain full printed information and blanks by addressing the cycling officers of the respective papers. These envelopes had been supplied in large quantities, each envelope containing a membership blank and a circular of information concerning the League and its work. Other papers, notably the *Buffalo*, were beginning to print L. A. W. notices, and it was hoped the custom might become general.

He referred to the Armstrong baggage bill and the case which led to its passage, viz., the refusal of the Trunk Line Association to confer with the wheelmen in reference to the carrying of bicycles in baggage cars. In most cases he said the railroads had acceded to the provisions of the new law and are taking reasonable pains to follow its requirements.

He suggested that all wheelmen should treat the railroads with proper consideration and magnanimity.

He referred to the fact that bicycles may at present be taxed as personal property and to the unconstitutional nature of such taxation, and suggested that they petition the bicyclists a special tax.

The preparation of the new fifty-mile books has demanded the constant attention of the executive committee of the committee. The elaborate character of the work and the great amount of detail required has compelled a delay which could not be foreseen. The work is now well under way and a dispatch committee is progressing and completion will be made in the FALL.

The value of the League hotel fund has begun to be appreciated, and the new form of contract requires the hotel proprietor to allow certain discounts to League members only at a hotel of fifty dollars. All members having knowledge of violation of the hotel contract are asked to make prompt report of the facts to the executive committee.

The guide board of six requires the commissioner of the state to place a board at crossroads at crossroads a petition signed by five or more resident freeholders. Blank petitions, with full printed instructions, may be had upon application.

Arrangements have been made for the expenditure of over six hundred dollars which was realized from the race meet of Manhattan Beach last June, in the erection of guide boards on Long Island.

ROAD IMPROVEMENT. The legislation of next fall will witness a general concerted effort of all New York wheelmen for the passage of a law providing for the general improvement of our country roads. The State is out of debt, and has five billion dollars' worth of property and should have ample financial resources. The general aim of our executive officers has been to give all possible time in the work of making our division successful in all its undertakings, and to the

expenditure of its income in any such prudent way as will enlarge our financial strength and bring into fact and contentment as fully as possible to our contributing members.

Secretary-treasurer's report, which was as follows:

Financial Statement.

W. S. Bull, secretary-treasurer, in account with the New York State Division, from Dec. 30, 1895, to Jan. 1, 1896.

RECEIPTS.	
1895.	
Dec. 30. Balance on hand as per report,	\$728 56
Dec. 30. Long Island Road Improvement Fund (in trust)	633 06
Received for membership fees and dues,	6,812 57
Armstrong Bicycle Baggage Law account (contribution),	1,000 00
Division Meet, Buffalo, September, 1895, account,	46 80
Bar account, sale of cap pins and badges,	173 25
M. M. Belding, Jr. (contribution),	25 00

Total receipts, \$12,410 14

DISBURSEMENTS.

Division Headquarters Account.	
Office rent,	\$241 67
Chief's hire,	160 00
Printing, stationery and supplies	2,016 81
Postage,	380 50
Telegrams,	17 00
Express, freight and cartage,	25 83
Office furniture,	124 00
	3,865 78
Chief Consul's Account.	
Allowance,	624 97
Traveling expenses,	12 00
	636 97
Chief Consul's Account (1895).	
Printing, stationery and supplies,	15 30
Postage,	97 45
Telegrams,	2 71
Express, freight and cartage,	25 45
	140 91

Auditor's Account.

Printing, stationery and supplies,	4 25
Postage,	1 00
Telegrams,	75
Express, freight and cartage,	1 00
Traveling expenses,	71 75
	76 41

Secretary-Treasurer's Account.

Salary,	1,250 00
Traveling expenses,	57 75
	1,307 75

Road Book Account.

Printing, stationery and supplies,	\$75 50
Copyright,	8 00
	\$83 50

Highway Improvement Committee's Account.

Postage,	10 00
Rights and Privileges Committee's	10 00

Printing, stationery and supplies,	2 10
Expense,	25 50
	27 60

Badge Account.

Pin and button badges,	\$18 26
Express, freight and cartage,	160 00
Mailing boxes,	15 50
	293 76

National Assembly's Account.

Traveling expenses,	639 74
	639 74

Division Meet, Brooklyn, June, 1895, Account.	
Prize,	15 00
(1895) Cash Prize Recruiting Competition Account.	15 00

Prizes,	300 00
(1895) Special Recruiting Prize for Ladies.	50 00
Armstrong Bicycle Baggage Law	50 00

Expense, Account.	1,005 10
	1,005 10

Total disbursements,	9,077 34
Balance on hand, June 1, 1896,	3,332 80
Long Island Road Improvement Fund,	633 07
	\$12,410 14

W. S. BULL, Sec'y-Treas.

NEW YORK, June 1, 1896.

COMMITTEE ON RIGHTS AND PRIVILEGES. This report covered much of the ground already touched

upon by Mr. Potter. It also recommended wheelmens to use their influence not solely for class legislation, but for the benefit of the whole people. When their influence would not only increase, but their undoubted legal rights would be more speedily recognized.

It was stated that no report had yet been received of any violation of the Armstrong law by any railroads operating within the State, and the committee requests that any refusal or neglect on the part of New York railroads should be reported to said committee promptly.

It was thought that the proposed regulation to be issued by the Board of Officers of Brooklyn, excluding wheelmens from the main driveway leading from Prospect Park to Coney Island would not be enforced and that the whole matter was in a fair way to be amicably adjusted.

The committee desires that any and all violations of the rights of L. A. W. members be promptly reported. It is especially called to Sec. 624 of the act of criminal procedure which takes effect Sept. 1, 1906, and which makes it a misdemeanor for any person to willfully wear the insignia, or badge of any organization of two years' standing in this State, and we are of the opinion that the provision in question applied to the L. A. W. Many New York wheelmens who are not members, at present make use of the L. A. W. badge and thereby reap the benefits of the organization to which they have not contributed.

We should remember that what the wheelmens most want are good roads and equal rights.

Geo. E. MOORE, Chairman.

Chairman W. C. Vrooman of the Committee of Improvement of Highways, presented a verbal report, which was accepted.

The report of the Road Book committee read by the secretary. It stated that the work of preparing books is progressing so rapidly as possible, that no delay is causing unexpected delay. A change in the date of the issuance of annual Road Book was suggested, as the contents being accepted in December cannot get out a well-considered Road Book at the beginning of the season, as data cannot be collected during the winter to good advantage. It is recommended that Road Books be published either in October or November for use the following year.

Signed, J. A. ROULIER

Chairman A. D. Walte, for the Racing Board, entered a verbal report, which was accepted.

The committee on Communications presented the following: F. M. Froisher, Chairman, New York City.

J. D. Miller, Schenectady.

W. C. Keller, Buffalo.

The board then elected Dr. J. E. Blackham of Dunkirk, auditor.

Two hundred dollars was appropriated to be paid as a retainer to the chairman of the committee on Rights and Privileges.

Resolutions were adopted extending to the Hon. Geo. W. Aldridge, Superintendent of Public Works of the State of New York, the hearty thanks of the division for his official order directing the two paths of the State canal to be used by touring cyclists, closing with the belief that the wheelmens would so avail themselves of this special privilege as to leave no cause for regret in the mind of the commissioner.

The State By-Laws were amended as follows:

Amend Article III, Section 3, by striking out the sentence after the words "Executive Committee" in the eighth (8) line, and adding in place thereof the following:

"He shall receive a salary of twenty-five hundred dollars (\$2500) per annum and shall be paid such sums annually for the expenses of his office as shall be found or approved by the Board of Officers at any regular or special meeting."

The secretary-treasurer shall hold office during the pleasure of the Division Board of Officers. The office of secretary-treasurer may be declared vacant by resolution of said board, daily adopted at any meeting regularly called, and after thirty days' notice of such proposed action, shall have been given by mail to the members of the board of officers.

In the event of the removal of the secretary-treasurer by the Board of Officers, the chief clerk shall appoint a secretary-treasurer who shall serve until the next annual election thereafter.

Amend Article I, Section 3, by adding to the first sentence as follows:

"Except that the secretary-treasurer shall hold office during the pleasure of the Division Board of Officers."

On motion it was ordered that the executive committee be empowered and directed to make such amendments to the division By-Laws as shall be in accord with the Constitution and By-Laws of the L. A. W., the power to amend being limited to such changes as shall remove inconsistencies.

NORTH CALIFORNIA HOTEL.

Hotel Cedar at Bolinas Bay. Special rates on presentation of ticket, not otherwise. Special Sunday dinner for wheelmens.

PENNSYLVANIA.

A meeting of the Board of Officers will be held in Philadelphia, August 10.

SAMUEL A. BOYCE, Chief Consul.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 3-cent stamps for a Constitution and By-Laws.

Boston, July 10, 1906.

Total, 1,478-57,950.

OVER 119,000, ARIZONA, 3-126.

Unattached.
302 Erskine, A. J., Phoenix
303 Andrews, H. H., Phoenix
304 Derol, Wm. Stowe, Tucson

OVER 119,000, COLORADO, 13-613.

The Grange, C. O.,
305 Rucker, Add. W., Mill st., Aspen
P. P. H.
306 Bridge, George, 435 E. Bijon st., Colorado Springs

307 Arapahoe W. C., 16th and California sts., Denver
The Ramblers.
308 Graham, R. D., 1640 Larimer, Denver
Y. M. C. A. W. C.

309 Wiesel, Albert, Brown Palace Hotel, Denver
Gunnison.
310 Crooks, H. S., Gunnison

311 Whelp, John E., Box 387, Montevista
312 Montevista W. C., Montevista
313 Montevista W. C., Montevista

314 Farnham, W. R., Montevista
315 Farnham, W. R., Montevista
316 Nelson, W. Porter, Box 790, Aspen

317 Conacher, A. K., City Hall, Colorado Springs
318 Kerner, Budapest, Florence
319 Burrow, Mrs. J. A., Box 186, Leadville

OVER 119,000, CONNECTICUT, 4-110.

Unattached.
318 Gorham, Jm. A., 13 Courtland Pl., Bridgeport

319 Oltendren, F. M., Bridgeport
320 Oltendren, F. M., Bridgeport
321 Griggs, David Oliver, 36 Cottage Pl., Waterbury

OVER 119,000, DELAWARE, 2-45.

322 Cooper, Sam'l E., 400 Van Buren st., Wilmington
323 Sellers, William F., 1407 Van Buren st., Wilmington

OVER 119,000, DISTRICT OF COLUMBIA, 10-108.

Norfolk C. W.
324 Creighton, J. M., 1235 14th st., N. W., Washington

325 Querz W.
326 Woerner, Jm. Jr., 812 14th st., Washington
327 Wash. Road I.
328 Wash. Joe, C., 1614 Riggs pl., Washington

329 Barber, J. Franklin, 7 and D st. S. W., Washington
330 Curtis, E. C., Britton and Gray, Pacific Building, Washington

331 Davis, Miss Carmen A., 1723 de Sales Washington
332 McGowan, Chester E., 306 H st., N. E., Washington

333 Ruggles, Alma L. H., 1224 17th st., N. W., Washington
334 Ansel, J. E., 1300 Penna ave., Washington

335 Keefe, Frank R., Washington B'ks., Washington
336 Over 119,000, FLORIDA, 2-50.

Unattached.
337 Hestberg, Max J., Pensacola
338 Kneibling, Jm., Pensacola

339 Over 119,000, ILLINOIS, 248-2585.
340 Hull, C. E., Aurora
341 Hull, C. E., Aurora
342 Raymond, George, Chicago

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Hillcoat C. C.
4 Adams, Howard J., 763 Washington Blvd., Chicago
5 Allen, Henry A., 1320 Washington Blvd., Chicago

6 Aborn, W. L., 970 Park ave., Chicago
7 Ballou, W. B., 331 W. Lake st., Chicago
8 Bauerle, Frank, 792 West Madison st., Chicago

9 Bayard, Mrs. Frank, 932 Adams st., Chicago
10 Beardlee, Geo. M., 1127 Washington Blvd., Chicago

11 Boscamp, A. W., 185 Montello ave., Chicago
12 Carr, Will H., Von Platen & Dick, 21st and Leomis sts., Chicago

13 Clements, Jm., 4739 Calumet ave., Chicago
14 Chappell, Jm. Dixon, 408 Monroe st., Chicago
15 Casey, E. L., 201 Jackson Blvd., Chicago

16 Murphy, Chas., 1000 La Salle st., Chicago
17 Boyce, F. H., 28 Sacramento ave., Chicago
18 Ireland, Milton H., 640 W. Monroe st., Chicago

19 Gaddy, H. S., 1247 Jackson Blvd., Chicago
20 Engleman, W. H., 301 Oakley ave., Chicago

21 Flood, J. H., 202 S. Robey st., Chicago
22 Fuller, F. C., 1656 Washington Blvd., Chicago
23 Felton, F. B., 655 Walnut st., Chicago

24 Paget, Jas. E., 74 W. Van Buren st., Chicago
25 Gardner, W. W., 1602 Fulton st., Chicago
26 Green, Chas., 658 Washington Blvd., Chicago

27 Gregg, A. H., 107 W. Madison st., Chicago
28 Gordon, Thomas M., 149 Wabash ave., Chicago
29 Hyland, Joseph N., 1007 Park ave., Chicago

30 Harper, Harry H., 2179 Greenleaf ave., Chicago
31 Hyland, Joseph N., 1007 Park ave., Chicago
32 Halls, Fred L., 200 E. Randolph st., Chicago

33 Henningsen, H. H., 101 Walnut st., Chicago
34 Ingram, Jm., 2500 E. 1st st., Chicago
35 Inman, Geo. E., 1431 Harvard st., Chicago

36 Janke, C. H., 220 Grand ave., Chicago
37 Jacob, John, 900 E. 1st st., Chicago
38 Keyes, F. M., 818 Warren ave., Chicago

39 Kemmer, John, 72 Ogden pl., Chicago
40 Kirtley, Chas., 4739 Calumet ave., Chicago
41 Kelly, C. P., 17 N. May, Chicago

42 Knies, Arthur, 1000 Washington Blvd., Chicago
43 King, Chas., Room 202, 22 5th ave., Chicago
44 Kinman, F. T., 1431 1st Bldg., Chicago

45 Lauer, Dr. L. A., 5th ave. & Washington st., Chicago
46 Lawrence, T. R., 522 Madison st., Chicago
47 Lamoreaux, M. D., 1205 Washington Blvd., Chicago

48 Lupton, John W., 230 Montello ave., Chicago
49 Moloney, B. F., 143 Noble st., Chicago
50 Mott, H. B., 100 Wabash ave., Chicago

51 Mollard, Samuel, 223 S. Canal st., Chicago
52 Matthews, Albert, Champaign Bldg., Chicago
53 Metzger, Henry, 716 S. California ave., Chicago

54 Miller, C. W. L., cr. A. H. Revell & Co., Chicago
55 Martin, Dr. W. J. S., 1302 Madison st., Chicago
56 Marsh, Jesse N., 638 Adams st., Chicago

57 Naghten, Frank A., 181 La Salle st., Chicago
58 Over 120,000.

59 Naghten, Jas. J., 1620 Monroe st., Chicago
60 Nolen, Eugene, 118 N. State st., Chicago
61 Peters, Harry, 201 W. 11th st., Chicago

62 Pool, Chas. D., 124 Ogden ave., Chicago
63 Penrose, H. M., 716 Wabash ave., Chicago
64 Peet, F. N., 410 Jackson Blvd., Chicago

65 Powers, B. M., 50 Kelleb ave., Chicago
66 Podraskin, J. M., 216 Randolph st., Chicago
67 Robertson, H. W., Room 33, 22 5th ave., Chicago

68 Rabel, H. M., 1383 Fulton st., Chicago
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226 Rabel, H. M., 1383 Fulton st., Chicago

227 R

1	J. C. C.		1	Mansey, Miss Elizabeth, 801 Armstrong ave.,		3	Diawidson, J. M., 3d ave and 3d st.,	
1040	Davidson, H. K., Box 1504,	Joliet	2	Murray, L. H., 817 N. Madison,	Peoria	4	Eliot, J. F. A.,	
1	Pohl, Robert H., 408 Herkimer,		3	Peter, Aug., 601 S. Wash.,		5	Sweet, S. R., 621 2d ave.,	
2	Rowell, J. H., 1003 Washington,		4	Pate, Arthur, 118 N. Adams,		6	Foy, C. H., 114 S. 2d st.,	
	Peoria Triangle W.		5	Peter, E. B., 114 S. 2d st.,		7	Jackman, E. R., 114 S. 2d st.,	
	Graham, J. M., Y. M. C. A.,	Peoria	6	Peter, Anna, 119 N. Monroe,		8	Moore, J. C., 403 1st ave W.	
	P. B. C.		7	Pacey, Frank, 129 Main,		9	Schmidt, G. H., 113 2d ave.	
4	Benjamin, H. S., 807 Ellis,		8	Pinckney, A. C., 323 Main,		240	Wright, O. R., 18 1/2 ave E.,	
5	Y. M. C. A., 807 Ellis,		9	Pinckney, R. M., 807 N. Monroe,		1	Iversen, Iver P.,	Clinton
6	Rooke, George F., Y. M. C. A.,		150	"Pinckney, Mrs. A. C., 323 Main,		2	Henderson, S. H.,	College Springs
	Adams Co. W.		1	Rosenman, C. C., 206 Green,	Quincy	3	Fish, Eugene,	Davenport
6	Collins, Frank R.,		2	Riana, C. B., 410 2d,		4	Brown, B. W., Box 608,	Des Moines
	R. C. C.		3	Robbins, C. S., 313 Morgan,		5	Persons, C. L., 1st Loan & Trust Bldg.,	
7	Hayes, C. M., Box 596,	Rockelle	4	Roberts, Dr. J. C., Callers Bldg.,		6	Stearns, F. E., Box 25, 3d st.,	
8	Gault, John S., 222 South 6th st.,	Springfield	5	Reed, Charles H., 417 St. James,		7	Narlie, R. C., 403 1st School st.,	
	S. C. C.		6	Ross, Max, care of Schipper & Block,		8	Bartie, Ernest R., 813 School st.,	De Witt
9	Becker, W. L.,	Streator	7	Rorer, Geo. Jr., 401 W. Jefferson,		9	Kent, F. J.,	Dubuque
100	Unattached,		8	Rampson, G. H., 10 S. 562,		250	Perry, R. H., 40 Burch st.,	
1	Becker, J. J., Conter Block,	Anona	9	Scott, W. H., 90 1/2 S. Menon,		1	Wood, N. P., 1272 Locust st.,	
1	Arnold, F. J., 212 W. Wash.,	Bloomington	100	Shaffer, H. L., 1211 Smith,		2	Wood, C. C., 203 S. Monmouth, Mt. Pleasant	
2	Dean, R. C., 36 N. E. A.,	Canton	1	Schultz, Wm., 615 Third,		4	Nutting, H. C., Box 118,	Randall
3	Chapman, Hal D., 5720 Wash. Ave.,	Chicago	2	Thurlow, G. L., 110 Havel,		5	Contie, Dudley,	Yamout
4	Codin, H. P., 11 S. Page,		3	Travick, J. J., Box 128,		5	OVER 120,000, KANSAS, B-704.	
5	Cutting, C. D., 1025 Jackson Blvd.,		4	Vaughan, H. G., 300 Penn. ave.,		5	C. G. C. A.,	Council Grove
6	Elliot, T. H., 402 Wash. Blvd.,		5	Vose, Frederick, 821 Sixth,		256	Yaggs, C. A.,	
7	Goid, E. L., 1751 Oakdale ave.,		6	Wast, Mrs. A. F., 120 S. Jefferson,		7	Burbank, Rufus R., 601 6th ave.,	Leavenworth
8	Goode, R. T., 1115 Monmouth,		6	Weak, F. S., Nebraska,		8	McGraw, John J., 810 Ottawa,	
9	Marah, H. T., 1260 Roboby,		170	Wilkinson, George F., 304 Evans,	Peru	9	Rothschild, Alfred P., 426 Delaware.	
100	Miller, Jay, 7 Randolph,		1	Wemy, Fred J. Jr., 1808 Fourth,	Pittsboro	280	Strank, Frank,	
1	Stranahan, George H., 1228 Lill ave.,		2	Wright, M. G.,		1	Dunn, H. A., 1265 Van Buren st.,	Topoka
2	Spear, Norman W.,		3	Bancabach, Ohmer L., Pleasant,	Princeton	3	Clark, E. S., Aetna Loan Co.,	Unattached.
3	Taylor, A. R., c/o Sprague, Warner & Co.,	Chicago	4	Thompson, G. P.,	Quincy	3	Spurgin, C. F.,	Strong City
4	Yonderheid, J., 4132 Westworth ave.,		5	Comstock, Klier, 1665 Hamp st.,		4	Borgia, J. J.,	Topoka
5	Wilder, F. W., 4500 Emerald ave.,		6	Puter, E. R., 633 Spring,		5	OVER 120,000, KENTUCKY, 15-623.	
6	Woods, F. A., 323 Wash. ave.,		7	Schroter, Wm. F.,		6	Hickley, J. S., 320 Greenup st.,	Covington
7	Welsh, Thos. J., 342 Wilson,	Chillicothe	8	Wheeler, W. W., 611 No. Sixth,	Springfield	7	Hemingray, D. C., 626 Greenup st.,	
8	Bremilow, Jas. Jr., Box 400,		9	Johns, F. H., 7 W. Fourth,	Sterling	8	Perkins, W. S.,	
9	Dahl, Oscar,		180	Reuter, George M., Box 140,	Washington	9	Harlow, F. Jr., Box 274,	Cynthiana
100	Unattached,		1	Fulton, James R.,		9	Finner, F. W., John Finer & Bros.,	Louisville
1	Dill, Charles W., Clinton,	Clinton	2	Irvin, Walt O.,		270	Crest, Kirtland B., 2201 W. Main,	
2	Snyder, M. E., Box 52,	Cranera	3	Shaw, R. B., Box 125,	Bremen	1	Knights, Francis L., Bowlers Scales,	
3	Brayton, G. Y.,	Edelstein	4	Shepard, A. L., 71 Taylor st.,	Fort Wayne	2	Lonben, Louis J., 219 W. Chestnut,	
4	Fertman, John,	Farmington	5	Waldman, Geo.,	New Haven	3	Reed, H. M., 121 W. Chestnut,	
5	Snyder, Charles L.,	Freeport	6	Elkhart C. C.,	Fort Wayne	4	Radolf, Henry W., 2427 W. Chestnut,	
6	Ingersoll, H. L.,	Galesburg	7	Anderson, Andy,	Elkhart	5	Troxler, Chas., 522 E. Market,	
7	Collier, Ben H. B.,	Gibson City	180	Waldman, Geo.,	Elkhart	6	Hardy, L. Howard, 522 E. Market,	
8	Dubois, Charles,	Highwood	1	Kerstetter, Edgar L., 511 Pierce,	Elkhart	7	Veiten, John N., 511 E. Ormby ave.,	
9	Dingis, Dudley,		2	Unattached-5,	Elkhart	8	Van Dusen, Clinton S. (P. O. 16 Maple ave.,	Louisville
100	Loomis, Howard G., 6004 Wash. ave.,	Hyde Park	3	Keweenaw Frank, M.,	Elkhart	9	Wymond, L. H., 1660 1st ave.,	Louisville
1	Cal, Bert,	Highland Park	4	Unattached-5,	Elkhart	9	OVER 120,000, LOUISIANA, 17-63.	
2	Owman, L. B.,	Plainfield	5	Bel, James A., 807 Virginia ave.,	Elkhart	280	H. W., St. Charles Hotel, New Orleans	
3	Perkins, L. A.,	Jacksonville	6	Clark, C. E.,	Elkhart	1	Saunders, Eugene D., 800 Heenan Bldg.,	New Orleans
4	Weese, F. A.,	Jacksonville	6	Harris, Fremont, 28 Tacoma ave.,	Indianapolis		Unattached.	New Orleans
5	Cole, G. E., W. College ave.,	Jacksonville	6	Appel, John J., 96 E. Marz,	Indianapolis	2	Bemis, E. L., 422 Baronne,	New Orleans
6	Hickman, Edward R., 233 Westminster,	Jacksonville	7	Reynolds, J. P., 1918 st.,	Des Moines	3	Bucklin, W. N., Box 1568,	New Orleans
7	Hendricks, Charles,	Jacksonville	8	Gates, Wm. N., 124 E. Maryland st.,	Des Moines	4	Harris, Miss L., 2501 Camp st.,	New Orleans
8	Carns, J. Z.,	Knoxville	9	Murphy, John H., 117 E. Michigan,	Des Moines	5	McIntyre, Robt. K. S., 709 2d st.,	New Orleans
9	Rarkon, A. F.,	Lacon	200	Tracy, S. A., 408 Main st.,	Des Moines	6	Lee, Ferns G., 806 Camp st.,	New Orleans
100	Ouyon, Charles,	Lacon	1	Williams, Otis D., Lock 53,	Des Moines	7	Buckley, James James, 329 Carondelet,	New Orleans
1	Smith, J. B., Box 282,	La Grange	2	Hall, H. L.,	Des Moines	8	Eshleman, B. F., 515 Canal st.,	New Orleans
2	Beecroft, F. W.,	Lincoln	3	Bennett, H. W.,	Des Moines	9	Florence, E. F., 606 Commercial pl.,	New Orleans
3	Smith, Frank C., Box 147,	Manito	4	OVER 120,000, IOWA, 52-1294.	Des Moines	1	Hodgson, Mrs. Harry H., 5331 St. Charles	New Orleans
4	Corwin, A. B., 312 Delavan,	Mason City	204	Buehler, J. C., 1002 2d st.,	Des Moines	2	James, Charles, 1445 Webster st.,	New Orleans
5	Marshall, C. K.,	Middle Grove	3	Moore, S. A., 924 8th ave.,	Des Moines	3	Sloan, H. W., 828 Pendle st.,	New Orleans
6	Stone, Walter W.,	Morton Park	4	Borchert, C. C., 536 5th ave.,	Des Moines	4	Westfield, Gustaf R., 2017 St. Charles st.,	New Orleans
7	Swig, T. G.,	Morrisvorn	5	Moore, S. A., 924 8th ave.,	Des Moines	5	Favot, H. W., 407 L. & L. G. Bldg.,	New Orleans
8	Lindsey, T. O.,	Oak Hill	6	Borchert, C. C., 536 5th ave.,	Des Moines	6	McWilliams, B., 342 Camp st.,	New Orleans
9	Taylor, J. C., 404 N. Madison,	Olney	7	Moore, S. A., 924 8th ave.,	Des Moines	7	OVER 120,000, MARYLAND, 31-946.	New Orleans
100	Flagler, W. B.,	Peoria	8	Borchert, C. C., 536 5th ave.,	Des Moines	287	Ransom, John W., 394 High st.,	New Orleans
1	Weldin, W. R.,	Peoria	9	Moore, S. A., 924 8th ave.,	Des Moines	8	Allard, E. D., 1510 E. Olive st.,	New Orleans
2	McKenzie, R. E.,	Peoria	10	Borchert, C. C., 536 5th ave.,	Des Moines	9	Unattached.	New Orleans
3	Forney, Clyde C.,	Peoria	11	Moore, S. A., 924 8th ave.,	Des Moines	9	Bowling, W. W., 237 Bloom st.,	Baltimore
4	Beck, C. V., Mrs. F. T., 404 N. Madison,	Peoria	12	Borchert, C. C., 536 5th ave.,	Des Moines	10	Chestat, W. Calvin, 2411 Reed Bldg.,	Baltimore
5	"Anthony, M. M., 424 Main,	Peoria	13	Moore, S. A., 924 8th ave.,	Des Moines	1	Becker, John A., 1631 Druid Hill ave.,	Baltimore
6	"Anthony, Mrs. F. T., 404 N. Madison,	Peoria	14	Borchert, C. C., 536 5th ave.,	Des Moines	2	Boggs, H. A., 14 W. Hoffman st.,	Baltimore
7	Arbuthnot, Fred S., B. C. Opt. Co.,	Peoria	15	Moore, S. A., 924 8th ave.,	Des Moines	3	Boggs, Alex. Graham, 414 W. Hoffman st.,	Baltimore
8	Brigham, T. N., 209 Jefferson,	Peoria	16	Borchert, C. C., 536 5th ave.,	Des Moines	4	Rush, Ernest M., Box 183	Baltimore
9	Blood, F. H., 206 S. Douglas,	Peoria	17	Moore, S. A., 924 8th ave.,	Des Moines	5	Epler, John, 238 Lida ave.,	Baltimore
110	Blood, F. H., 206 S. Douglas,	Peoria	18	Borchert, C. C., 536 5th ave.,	Des Moines	6	Funk, Dr. Wm. R., 101 N. Fulton ave.,	Baltimore
1	Boutin, J. H., 206 S. Douglas,	Peoria	19	Moore, S. A., 924 8th ave.,	Des Moines	7	Grith, Wm. R., 9 W. 26th st.,	Baltimore
2	Boutin, Renette, 1421 N. Madison,	Peoria	20	Borchert, C. C., 536 5th ave.,	Des Moines	8	Hammond, Edward, 211 Fidelity Bldg.,	Baltimore
3	"Bonin, Miss Bertha, 306 S. Douglas,	Peoria	21	Moore, S. A., 924 8th ave.,	Des Moines	9	Herstein, L. A., 1741 Druid Hill ave.,	Baltimore
4	Camp, F. H., 822 Fayette,	Peoria	22	Moore, S. A., 924 8th ave.,	Des Moines	1	Reed, W. W., 2404 McCulloch st.,	Baltimore
5	Cassell, Elliot, E., 13 Russell st.,	Peoria	23	Moore, S. A., 924 8th ave.,	Des Moines	2	Lee, Howard, H. M., 315 N. Carey st.,	Baltimore
6	Caldwell, Elliot, 508 Y. M. C. A. Bldg.,	Peoria	24	Moore, S. A., 924 8th ave.,	Des Moines	3	Marshall, John W., 15 South st.,	Baltimore
7	"Eake, Miss Anna, 811 Glenola ave.,	Peoria	25	Moore, S. A., 924 8th ave.,	Des Moines	4	Neilligan, John J., 515 E. 23d st.,	Baltimore
8	"Eaton, Jennie F., 918 Oberlin,	Peoria	26	Moore, S. A., 924 8th ave.,	Des Moines	5	Smith, Chas. G., Fremont and Lafayette	Baltimore
9	Fike, J. F., 221 Taylor,	Peoria	27	Moore, S. A., 924 8th ave.,	Des Moines	6	"Sommerfeld, Marie, 2277 Druid Hill ave.,	Baltimore
120	Gosa, Charles E., 927 Moss ave.,	Peoria	28	Moore, S. A., 924 8th ave.,	Des Moines	7	Wyeth, W. N., 1012 S. Charles st.,	Baltimore
1	Gosa, H. M., 925 Moss ave.,	Peoria	29	Moore, S. A., 924 8th ave.,	Des Moines	8	Morrison, Harry, 1380 Myrtle ave.,	Baltimore
2	Griswold, N. L., 123 H. B. Bldg.,	Peoria	30	Moore, S. A., 924 8th ave.,	Des Moines	9	Chancellor, A. Bernard, 108 E. Lexington st.,	Baltimore
3	Hall, C. R., 320 Ellis,	Peoria	31	Moore, S. A., 924 8th ave.,	Des Moines	1	Geyer, Edward C., 2325 Linden ave.,	Baltimore
4	Heath, Willard, 424 N. Y. ave.,	Peoria	32	Moore, S. A., 924 8th ave.,	Des Moines	2	Boose, A. Jack,	Cumberland
5	Hanna, W. C., 404 N. Madison ave.,	Peoria	33	Moore, S. A., 924 8th ave.,	Des Moines	3	"Boose, Mrs. A. Jack,	Cumberland
6	Hall, George S., 301 Ellis,	Peoria	34	Moore, S. A., 924 8th ave.,	Des Moines	4		
7	Haupt, A. F., 1280 N. Adams,	Peoria	35	Moore, S. A., 924 8th ave.,	Des Moines	5		
8	Kent, D. R., 107 Franklin,	Peoria	36	Moore, S. A., 924 8th ave.,	Des Moines	6		
9	Kinley, Henry J., 204 Weber,	Peoria	37	Moore, S. A., 924 8th ave.,	Des Moines	7		
100	Miller, Otto R., 320 N. Madison,	Peoria	38	Moore, S. A., 924 8th ave.,	Des Moines	8		
1	Marett, H. G., 421 Main,	Peoria	39	Moore, S. A., 924 8th ave.,	Des Moines	9		
2	Miller, John E. F., 106 Widgeon,	Peoria	40	Moore, S. A., 924 8th ave.,	Des Moines	1		
3	McChester, E. F., 106 Widgeon,	Peoria	41	Moore, S. A., 924 8th ave.,	Des Moines	2		
4	Metzger, L. V., 204 E. Nebraska,	Peoria	42	Moore, S. A., 924 8th ave.,	Des Moines	3		
5	McLinn, Geo. H., Jr., 111 N. Madison ave.,	Peoria	43	Moore, S. A., 924 8th ave.,	Des Moines	4		
6	McKeaney, Jno. A., 311 Harvard ave.,	Peoria	44	Moore, S. A., 924 8th ave.,	Des Moines	5		
7	Manhard, Jno., 119 N. Monroe,	Peoria	45	Moore, S. A., 924 8th ave.,	Des Moines	6		
8	Myers, J. E., Hysinger & Rosenthal,	Peoria	46	Moore, S. A., 924 8th ave.,	Des Moines	7		
9	Monroe, Will F., 107 George,	Peoria	47	Moore, S. A., 924 8th ave.,	Des Moines	8		

4	Devecon, Wm. C.	"	5	Adott, Frank X., Hamilton pl.	Lynn	1	Markwick, J. H.	"
6	Hewitt, Wm. H.	"	6	South, E. G., 407 Union st.	"	2	Sharpless, J. A.	Richmond
6	*Fratt, C. Emile, Box 107	Keaton	7	Seaver, William H., 20 Irden st.	"	3	Collier, J. V. W.	Shelbina
7	*Fraser, Mrs. L. T. O., W. All Saint st.	Frederick	8	Abbott, C. B., box 120.	Matapan	4	Allen, Jos. B., 5754 Cook ave.	St. Louis
OVER 120,000, MASSACHUSETTS, 140								
-8351.								
Press C. C.								
828	Higgins H. G., 150 Pearl st.	Boston	420	Nye Chas. F., box 183.	Matapoisett	6	Churchill, F. A., Jr., 1007 Market.	"
8	*Thompson, Mrs. 90 Chandler.	Tyber	1	Ajya, Fred. E., 11 Royal st.	Medford	7	Kuhn, James O., 4145 Wash. Boulevard.	"
830	Michael, F. J., 68 Chauncy.	"	2	Brown, Chas. W., 112 Main st.	"	8	Krum, John M., 848 Chamberlin ave.	"
1	Review Club C.	"	3	Baker, Dwight C., 95 Wareham st.	"	9	Le Crow, D. O. M., 401 Union Trust	"
1	Curley, Joseph M., 220 Broadway.	Chelsea	4	Clark, C. A., 82 Winthrop.	"		blgd.	"
2	Gunter, F. H., 274 Chestnut.	"	5	Gredy, M. S., 7 West st.	"	510	Marder, Walter S., 200 South 4th.	"
3	Curry, Ed. H., Winthrop sq.	"	6	Dunbar, Charles G., 3 Garden.	"	1	Hosier, Walton H.	St. Genevieve
4	Fraser, George H., 6 Warren ave.	"	7	*Hesseltine, Marion E., Emerson st.	Malrose	2	Shelley, William W., 36th and Bell.	"
5	Pickett, Albert A., Bloomington.	"	430	Bunker, Frank H., box 194.	Natick	OVER 120,000, MONTANA, 1—47		
6	Daws, H. W., 451 Atlantic ave.	Boston	1	Norris, J. Sumner, box 8.	Newton	515	Leggat, Alex., 209 So. Montana st.	Butte
7	Colonial C. O.	"	2	Stone, Harry A., 18 Maple ave.	"	OVER 120,000, NEBRASKA, 8—511.		
Cambridgeport								
8	Boston Wm. S., 364 Harvard.	Brookline	3	*McNutt, Miss Male F., Hospital.	Newton Lower Falls	514	Platt, Hugh, box A. A.	Grand Island
9	Howard Wm. S., 364 Harvard.	Brookline	4	Corneill, Joseph F., 305 Conity st.	New Bedford	Cycle C.		
10	G. B. C.	"	5	Reynolds, Fred W., 108 Fourth st.	"	5	Parke, A. G.	Kearney
9	Gavin, Homer H., 414 Pleasant.	Malden	6	Derby, Edwin L.	Orange	6	Thomae, H. S., 956 N. 27th ave.	Omaha
Natick								
840	Colburn, Eugene S., 16 Worcester.	"	7	Center, Benjamin, 30 Sycamore.	Roadside	7	Hosmer, Nelsa P., Central ave.	Kearney
1	Valentine, Fenton D., Box 20.	"	8	Robbidge, R. P., 584 Federal.	Salem	8	Holton, Geo. 425 So. 15th st.	Omaha
2	Parson, C. C.	"	9	Haley, M. A., 4 Pratt st.	"	OVER 120,000, NEW HAMPSHIRE, 4—		
3	Thomas, Harry, 18 Dow st.	Salem	440	Howe, Frank S., 292 Essex st.	Scituate	Unattached.		
4	Springfield H. C.	Springfield	1	Townshir, J. W.	South Boston	519	De Moulped, Alfred, 1106 Elm st.	Manchester
5	Lyford, Edwin F.	"	2	Tibbatts, Willard L., 609 E. Sixth st.	"	OVER 120,000, NEW JERSEY, 147—		
4	Young, I. Harvey, 211 Brighton ave.	Allston	3	Stoll, Jos. B., 797 6th st.	Springville	38451.		
5	Wright, A. D. W., Water st.	Arlington	4	Merrill, Asa C., 48 Concord ave.	"	520	Baldwin, H. P., 1061 Elm st.	Naashe
6	Low, Ralph W., Lock Box 608.	Andover	5	Wright, Robt. S., 11 Summit ave.	South	1	Buxton, F. T., box 1444.	Sanuck
7	Hannah, A. J., Box 352.	"	6	Spesard, A. M.	Taunton	OVER 120,000, NEW JERSEY, 147—		
8	Hughan, Chas. W., Box 222.	Beverly	7	Gendreau, Alphonse, 290 Quincy.	"	38451.		
9	Morgan, Wm. H., Swan st.	Boston	8	Holmes, Lyman B., box 29.	So. Plymouth	Arlington B. C.		
850	Bullens, Geo. F., 1042 Wash. st.	"	9	Stanley, Lyman B., Burrill st.	Swampscott	523	Hanna, Joseph E., box 315.	Arlington
1	Huchan, H., Leopold More & Co.	"	450	Barber, Alice L., 129 Inglell st.	Taunton	Crescent W.		
2	Capes, G. P., 196 Wash. st.	"	1	Hodges, Alfred B., box 105.	Wekfield	4	Hall, John F., 1034 Atlantic ave.	Atlantic City
3	Doverens, C. A., 4 Hamilton pl.	"	2	Moss, James.	Waltham	5	Leeds, Sylvester, 1823 Atlantic ave.	"
4	Finlett, Harry D., 40 Burgess st.	"	3	Jose, C. Albert, 83 Albion st.	"	6	Stiles, Arthur H., 16 N. Georgia ave.	"
5	Hazard, L. W., 108 Appinton.	"	4	*Daniels, Miss Nellie, Adams House.	Warren	7	Owl B. C.	Bordentown
6	Howe, W. W., 787 Shawmut ave.	"	5	Robbins, John C., Merrin House.	"	8	McFarland, Wm., Prince st.	Hoboken
7	Hicks, H. S., 19 N. Market st.	"	6	Cooley, Frank E., 94 School.	Ward	9	Heintze, Richard W., 1013 Willow ave.	"
8	Pettie, Benj. J., 34 Oliver st.	"	7	Palpe, Harrison N.	Warren	Hoboken		
9	Smith, Frederick J., 151 Hanover st.	"	8	Hedstrom, J. B.	W. Medford	Hoboken		
860	Wingard, Helen C., 178 Bernhardt.	"	9	*Fode, Adas, box 105.	"	Hoboken		
1	Wood, Benj. R., 187 W. Brookline.	"	460	Stanford, H. B., Boston ave.	West	9	Bauer, A. E.	Hackensack
2	Wright, John S., Argonauta Club.	"	1	Folsom, Frank W., Miller st.	West	530	Moore, E. E.	"
3	Weldon, Walter F., 78 F. H. Market.	"	2	Brigham, Albert H., box 411.	Whitman	1	Pettigrew, J. C.	Jersey City
4	Wymas, John P., 50 Court st.	"	3	Briggs, Mrs. A. H., box 418.	"	J. C. Catholic C.		
5	Wintman, J. W., 23 Bowdoin st.	"	4	Puddington, Harry H., 26 Elliott st.	West	2	Kelt, Edw. J., 21 Wayne st.	Jersey City
6	Harnad, Nelson L., 23 Bowdoin st.	"	5	Perry, Scott H., 12 Orad st.	West	3	Hull, Thos. L.	Lambertville
7	Morgan, Wm. H., State House.	"	6	Harrison, J. L., 21 Lagrange.	Worcester	4	Vannatta, Arthur.	"
8	Katon, E. C., Pinchoke.	Brighton	7	Nutting, Elias H., 112 Lovell.	"	Montclair W.		
9	Lynch, Harry P., 85 Porter.	Brookline	OVER 120,000, MICHIGAN, 13—725.			5	Betta, Robt., 36 Grace st.	Bloomfield
870	Bean, Chas. H., 83 Centre st.	Cambridge	468	Eddy, Henry D.	Kalamazoo	6	McDonough, Henry, 220 Grove st.	Montclair
1	Erskine, James P., 12 Kirkland pl.	"	1	Loe, C. C.	"	7	Seward, C. W., 78 Grove st.	"
Cambridgeport								
2	Pickering, Edward G., Observatory.	"	9	Sweatt, Robert C., Portage Ave. E.	Sault Ste. Marie	8	Sigler, A. M., 64 Valley Road.	"
3	Bogers, J. W., 47 Walker st.	"	Unattached.			540	Thomas, A. H., 43 Portland pl.	"
4	Dennell, George W., 48 Jay st.	"	470	Fletcher, Frank H.	Catillac	Bloomfield C. & A. Asso.		
Cambridge								
5	Stiles, Chester F., 385 Western ave.	"	1	Kritzer, J. R.	Glarston	1	Rohn, Otto, 40 Oxford.	Sahodolova W.
6	*Harris, Marguerite, 236 River st.	"	2	*Hoer, Radia M., 123 Canfield West.	Detroit	2	Abelson, Bert, 3 South st.	Morristown
7	Woodhall, John F., 18 Arlington st.	"	3	*Lemon, Mrs. J. M., 84 Abbott st.	"	3	Gallagher, Chris. L., box 198.	"
Chicopee Falls								
8	Washburn, H. C., Box 211.	Cohasset	4	*Lemon, J. M., 84 Abbott st.	"	4	Howell, C. B., 16 Elm st.	"
880	Russell, Geo., care of Lee & Russell, Denver.	Dalton	5	*McComick, Frank, 671 E. Kirby st.	"	5	Hastings, Frank B., 108 South st.	"
1	Appel, Jacob.	"	6	*McComick, Thos., 11 Columbia st.	"	6	Piercen, B. M., 60 Western ave.	"
2	Orme, F. G.	"	7	Stevens, George H., 35 Fletcher st.	"	7	Piercen, Alden, or Jerrogran.	"
3	Orme, F. G.	"	8	Scratch, Wm. S., 241 Canfield Ave. W.	"	8	Prendergast, Wm. F., 54 Maple ave.	"
4	Ferry, Burton E.	"	9	Ford, Elmer C., Kalamazoo Nat. Bank.	Kalamazoo	9	Wedaworth, G. B., Ridgside ave.	"
5	Smith, Robert A.	"	480	Scheunman, H. B., 818 N. C.	Raghuvar	550	Wilson, Theo. A., 5 Mills.	"
6	Weston, Franklin.	"	OVER 120,000, MINNESOTA, 7—319.			1 Heyden, Adolph, 177 Irvington st.		
7	*Brown, Miss Florence E., 293 Columbia st.	Dorchester	Unattached.			2	Mott, Geo. W., 204 Mulberry st.	Newark
8	*Binner, Mrs. Anna, 17 Westcott.	"	481	Smith, C. B., box 31.	Brown's Valley	3	Tolson, Bert, 401 E. 11th st.	"
9	*Deban, Gertrude, 561 Dudley st.	"	2	Tan Brock, Rev. Wm. P., 8th and Cedar.	Faribault	4	Van Ryckle, Chas. E., 26 Baldwin st.	Nutley
890	Viles, Fred, 2, 54 Erie st.	Dorchester	3	Chittenden, R. A.	St. Charles	Unattached.		
1	Cartier, J. J., 7 Beaumont st.	Dorchester	4	Appelman, Rev. H. H.	St. Charles	6	Lehman, F. Willard, 114 S. Penn. ave.	Atlantic City
2	Bardett, Jas. H., Chestnut st.	Boston	5	*Appelman, Mrs. H. H.	St. Paul	7	Bernhard, Henry.	Atlantic Highlands
3	Britten, Carlton S.	"	6	Elmer, James F., Endicott Arcade, St. Paul.	"	8	Berliner, Richard W.	"
4	Wright, Abram C.	Bridgewater	7	*Hawley, A. A., 262 S. 3rd ave.	"	9	Osborne, E. Shirley, 178 Montgomery st.	Bloomfield
5	*Buchanan, Mrs. H. M., 178 Princeton.	Boston	OVER 120,000, MISSOURI, 25—1,996.			560 Gilbert, J. Howard, 37 State st.		
6	*Gardner, Mrs. F. M., 150 Lexington.	"	486	Crank, Albert.	Macon	1	Hallenbleien, E., 108 Liberty st.	"
7	Gardner, Rev. Frederick M., 156 Lexington.	Boston	9	Crank, Charles.	Macon	2	Whiting, Irving S., box 76.	Round Brook
8	Nash, Geo. M., 534 B'way.	B'way	Unattached.			3	Beach, Clarence S., box 60.	"
9	Hewett, Edw. J., 1 Tiltons.	Falmouth	490	Baker A. W., 824 W. Conates.	Moberly	4	Hamer, John W.	"
1	Britten, H. P., 100 S. 2d.	"	1	Smucker, A. C., 3925 Wash. ave.	St. Louis	5	Berges, Sam'l D., 106 Market st.	Camden
2	*Hatch, Martha W.	Fitchburg	2	Levin, Dr. W. A., 218 North 8th.	St. Louis	6	*Humphreys, J. L., 210 State st.	"
3	Katone, H. B., 58 Main st.	"	3	Sanat, C. C.	"	7	Hindline, Frank J., 127 Forest st.	"
4	Bradbury, Charles, 557 State Road N.	Fall River	4	Zimmerman, E. M., cr. Republic.	"	8	Humphreys, Louis B., 210 State st.	"
5	Warren, J. Frank, Box 644.	Farmington	5	Evans, W. F., 4018 Green Lea pl.	St. Louis	9	John, Chas. W., 200 Market st.	"
6	*Oshackoff, Miss Esther A., Hospital.	Greenfield	Unattached.			870	Verge, Peter, box 11.	"
7	Wiley, Herbert E., Box 78.	Haverhill	5	Caugh, L. H.	De Soto	1	West, Wm. Wm., 708 N. 4th st.	"
8	Towne, Frank H., 168 Walnut st.	Holyoke	6	Loren, Charles E.	Kirkville	2	*Wills, R. Albert, 123 N. 2d st.	"
9	Robinson, Edward, box 43.	Hudson	7	Shackelford, E. H., box 174.	"	3	Bretherton, R. Wm., 708 N. 4th st.	Dover
1	Ochs, Geo. H., 163 Hyde Park ave.	Jamaica Plain	8	Chandler, H. R.	Kirkwood	4	Crable, Henry W.	"
2	Billings, John B., 200 Mt. Vernon.	Lowell	9	Chandler, A. R.	"	5	Sullivan, John L.	"
3	Guthrie, A. A., 38 Prescott.	"	Unattached.			7	Holter, M. B., 247 Grier ave.	Elizabethtown
4	*Whole, Paul W., 318 Wilder st.	"	500	Brown, C. W.	Lamer	8	Morrison, Noah F., Williams st.	"

- 9 Van Sickle, Joo. K., 257 S. Broad st., " "
 580 Ostler, Geo. W., 64 Tenady Road, Englewood
 1 Wheaton, F. W., 546 Main st., E. Orange
 2 Cromley, Robt. H., 100 N. E. Irvington
 3 Lyon, Harry, 78 Grove st., " "
 4 Rappleyea, N., 211 Hudson st., Hoboken
 5 Gehrs, Albert O., 201 Washington st., " "
 6 Jarvis, Isaac E., 6 Myrtle ave., Irvington
 7 Bohner, Harvey, box 563, Kaysport
 8 Cohn, Dan'l, 69 Newark ave., Jersey City
 9 Humphrey, Edgar, 100 Washington st., " "
 590 Nelson, Chas., 237A Woodward st., " "
 1 Stenkes, Geo. W. A., 244 Whiton st., " "
 2 Kotman, W. E., 88 West Road st., " "
 3 Gould, Frank S., Merchantville
 4 Husted, Nevils N., " "
 5 Maxwell, Chas., " "
 6 Kernitt, Thos. S., " "
 7 Binger, John W., box 245, Matscheco
 8 Stokes, Mary W., Main st., Moorestown
 9 Blossom, H. S., Upper Montclair, Montclair
 600 Albro, John J., 36 Glenridge ave., " "
 1 Bausher, C. L., 197 Mountain ave., No. " "
 2 Brown, Geo. S., 109 N. Fullerton st., " "
 3 Brown, Mrs. Geo. S., 109 N. Mt. ave., " "
 4 Carlson, John, 133 N. Fullerton ave., " "
 5 Crawford, S. H., 138 Forest st., " "
 6 Cole, H. M., 500 Bloomfield ave., " "
 7 Courtney, H. H., 138 N. Fullerton ave., " "
 8 Conroy, Frank M., 16 Elmwood ave., " "
 9 Finlay, G. D., 54 Hawthorne pl., " "
 610 Gardner, John B., 17 Mt. View pl., " "
 1 Hollins, Mrs. A. G., 119 Harrison ave., " "
 2 Hall, F. S., 88 Middlesex st., " "
 3 Franchia, Clarence H. (Up. Montclair)
 4 Jacobus, H. H., Valley Road, " "
 5 Hitchings, Mrs. A. G., 171 Orange Road, " "
 6 Kellogg, Chas. S., 272 Orange Road, " "
 7 McGreevy, Mrs. J. C., 30 No. Mt. ave., " "
 8 Neethling, Miss Mildred, 59 Elm st., " "
 9 Owen, James, 79 Christopher st., " "
 620 Pickman, Mrs. S. O. G., 119 Harrison ave., " "
 1 Post, Sylvester, 73 Plymouth st., " "
 2 Sheldon, Clarence D., Llewellyn Rd., " "
 3 Sutton, W. H., Jr., 34 Forrest st., " "
 4 Snow, W. G., 22 Forrest st., " "
 5 Sackett, Clarence, 55 Fullerton ave., " "
 6 Street, Edw. D., 80 Grove st., " "
 7 Tuhill, T. A., 44 Up. Mt. ave., " "
 8 Triggitt, Mrs. E. M., 22 Forrest st., " "
 9 Webster, Homa, 51 Park st., " "
 630 Wilcox, Paul, 50 N. Mt. ave., " "
 1 Watkins, Dr. S. C. G., 13 N. Fullerton st., " "
 2 Young, Sam'l G., 18 Lincoln ave., " "
 3 Booth, Ralph W., New Brunswick
 4 Van Cleef, Schuyler C., box 223, " "
 5 Woodbridge, Freeman, box 223, " "
 6 White, Chas. A., 15 Codwiae ave., " "
 7 Bell, Emma K., 701 Broad st., Newark
 8 Lewis, E. Hattie, 70 Columbia st., " "
 9 Bingham, Mrs. Ida M., 245 Grafton ave., " "
 640 Brown, Rudolph, 201 Perry st., " "
 1 Courter, Willis P., 42 Ellsboth ave., " "
 2 Dora, Wm. J., 41 Eighth ave., " "
 3 Dawson, J. H., 6 South st., " "
 4 Frisbee, L. W., 90 Kinnel ave., " "
 5 Hoffman, Wm. G., 154 Sumner ave., " "
 6 Jacobus, Leonard R., 118 Mechanic st., " "
 7 Jerusalem, C. A., 51 Blacker st., " "
 8 Leonard, Allen, 130 Broad st., Newark
 9 Lewis, E. Hattie, 70 Columbia st., " "
 650 Norrie, Fred P., 252 Garfield st., " "
 1 Stager, John E., 190 34 st., " "
 2 Baldwin, Chas. H., 701 Broad st., Newark
 3 Beach, Edward H., 71 Sherman ave., " "
 4 Virtue, William E., 59 Penn. ave., " "
 5 Blake, David, 300 Verona ave., " "
 6 Byrne, Patrick, 102 Myrtle ave., Orange
 7 Conright, W. B., New Eng. Terrace, " "
 8 Deshaiber, J. P., 61 Day st., " "
 9 Smith, Oscar, 119 N. E. Irvington, " "
 660 Van Riper, D. R., 125 Hamilton ave., " "
 1 Miller, Percy L., Paterson
 2 Conroy, A. H., 100 Harrison, " "
 3 Brown, F. G., 701 Broad st., Riverton
 4 Blew, D. M., 100 Harrison, Sayreville
 5 Hagenow, Arthur H., 70 Orange
 6 Ktoma, Miss Emma, 244 Centre st., Trenton
 670 Martindell, H. A., box 644, " "
 1 Speller, Wm. H., Bellevue ave., Up. Montclair
 8 Rolipillar, H. G., Tory Corner, W. Orange
 9 Harden, Robt., 100 N. E. Irvington, W. Orange
 Over 120,000. NEW YORK, 319-16,216.
 680 Hall, Marcus, 23 N. Pearl, Albany
 1 C. C. W., " "
 1 Corcorand, Thomas J., 160 Orange, " "
 2 Glancy, Joseph, 100 N. E. Irvington, " "
 3 Manders, Edward F., 66 La Fayette, " "
 4 Quinlan, Thomas, 6 Clinton sq., " "
 5 Keweenaw, Daniel T., 230 Orange, " "
 6 Sullivan, Michael, 100 N. E. Irvington, " "
 7 Walsh, Arthur R., 18 Lancaster, " "
 8 N. M. A. C. C., " "
 9 Welch, H. F., Amityville
 Century Wheelmen, " "
 9 Folsom, D. H., 55 Willow pl., Brooklyn
 Hushwick W., " "
 680 Wells, Louis, 1202 Bushwick ave., " "
 1 Wilson, George C., " "
 1 Hock, William G., 97 High st., Buffalo
 2 Nassau Wheelmen, " "
 2 Gumbert, Mortimer H., 180 South 9th, Brooklyn
 3 A. C. C., " "
 3 Jones, W. S., 31 Exchange, Buffalo
 4 Fred. C. C., " "
 4 Roberts J. B., 21 Exchange, " "
 5 C. C. C., " "
 5 Martin, H. R., Canandaigua
 6 Willard, John N., " "
 7 F. A. C., " "
 7 Johnson, Albert W., Fredonia
 8 Riverside, " "
 8 Onitt, Fred E., 3 23d st., Lansingburgh
 9 C. C. C., " "
 9 Otterbein, Fred, 153 West 29th, New York
 690 C. & W. W., " "
 1 Jehl, Charles J., 622 6th ave., " "
 2 Gotham Wheelmen, " "
 1 Martin, Patrick, Madison Sq. Garden, " "
 2 Paxson, Warner, 20th st. & 4th ave., " "
 3 S. Q. B. C., " "
 3 Shortt, Wm. Allaire, 35 Broadway, " "
 4 Shortt, Lucy E., 35 Broadway, " "
 5 Manhattan B. C., " "
 5 Corcoran, B. J., 205 West 57th, " "
 6 W. C. C. W., 218 West 57th, " "
 7 O'Brien, E., 510 Madison ave., " "
 8 Weinmann, L., 21st & 6th ave., " "
 9 W. D., " "
 9 Pearson, E. S., 88 White st., " "
 10 Triumph W., " "
 700 Hassard, J. M., 114 West 84th, " "
 1 W. C. C. W., " "
 1 Dealing, William, 317 West 42d, " "
 2 R. C., " "
 2 McCarthy, J. W., 115 W. Liberty, Rome
 3 Wilson, J. B., 110 N. Wash., " "
 4 Sain B. C., " "
 4 Weber, Raley F., Salamanca
 5 Mohr, W., " "
 5 Paige, Richard F., Gen. Elec. Co., Schenectady
 6 Remington B. C., " "
 6 Evers, Thomas, 3 North, Troy
 7 Unattached, " "
 7 Heated, James E., 252 Western ave., Albany
 8 Houghton, Cent. Cent. Press Co., " "
 9 Mahan, James H., Swan & Road, " "
 710 Thomas, Charles, 18 Central ave., " "
 1 Hiffels, W. J., 705 Broadway, " "
 2 Hanes, W. R., " "
 3 Oradell, W. R., Alfred
 4 Whitford, Frank S., " "
 5 Borfield, Otto, Livingston ave., Bay Ridge
 6 Barnes, Frederick S., 1137 Lafayette, " "
 7 av., " "
 7 Kemp, Dr. J. Lester, 490 Clinton ave., Brooklyn
 8 Perry Raymond L., 226 Elton, " "
 9 Smith, Mrs. M., 20 Hanson pl., " "
 720 Stoutenburg, Beaj., 363 15th, " "
 1 Williamson, Charles R., 625 Willsborough, " "
 2 av., " "
 2 Wachter, Emil J., 1318 Myrtle ave., " "
 3 Alford, Thomas G., 96 Park ave., Brooklyn
 4 Carson, Carl D., 57 South 5th, " "
 5 Brown, Fred R., 174 Schenectady ave., " "
 6 Bell, Samuel R., 218 Union, " "
 7 Crechster, Samuel, 22 Moffat, " "
 8 Congdon, Don, 331 Wilton, " "
 9 Corner, Frank, 889 Deen, " "
 730 Catlin, Rufus O., 26 Coeur, " "
 1 Dinkins, T. W., Bergen Beach, " "
 2 Day, Genevieve, 104 Livingston, " "
 3 Daniel, Fred W., 434 Hoyt, " "
 4 Richards, James, 424 6th, " "
 5 Ganton, Miss Annie L., 1556 Broad-
 way, " "
 6 H. R. J., 297 Flatbush av., " "
 7 Horton, G. E., 1556 Broadway, " "
 8 Hall, Rev. Robert B., 448 9th, " "
 9 Holly, Miss Jane F., 598 2d, " "
 740 Huster, Hugo, 14 Gates ave., " "
 1 Morse, S. J., 286 47th, " "
 2 Mulmore, E. E., 854 Park pl., " "
 3 Thomas, H. Jr., 245 Wash. ave., " "
 4 Longman, Royal, 21 8th ave., " "
 5 Nichols, John W., 148 S. Elliott pl., " "
 6 Otter, Loe, 348 Fulton, " "
 7 O'Brien, George, 34 Fulton, " "
 8 Powell, Henry A., 106 Rodney, " "
 9 Powell, Mrs. Henry A., 106 Rodney, " "
 750 O'Brien, George, 34 Fulton, " "
 1 Price, A. E., 41 St. Mark's pl., " "
 2 Rorer, Fred G., 388 Hammond av., " "
 3 Roby, Dr. James W. E., 510 Bedford ave., " "
 4 Smith, Horace L., 410 Madison, " "
 5 Smith, Edward E., 278 Gates ave., " "
 6 Tremper, Walter L. W., Brooklyn st., " "
 7 Pink, John C., 184 Stewart st., " "
 8 Paddy, William H., 301 Flatbush ave., " "
 9 Lynch, Mrs. Geo. W., 601 St. Marks ave., " "
 760 Theobald, Ernest W., 907 Fulton st., " "
 1 Forman, Lawrence C., 524 Delaware, " "
 2 av., " "
 2 Green, Rev. Albert L., 204 Amherst, " "
 3 Lyons, Wm. H., 406 Niagara, " "
 4 Voorhees, Paul, room 1210 Guar bld'g., " "
 5 Voorhees, Alf. P., 28 Essex, " "
 6 Franklin, Wm. M., D. C. 45 Park, " "
 7 Bonlight, W. S., 616 Main, " "
 8 Hon, Leo J., 837 Main, " "
 9 " " Prospect ave., " "
 770 Heady, Henry S., 148 Hoyt, " "
 1 Jones, Mrs. W. R., 90 Albany, " "
 2 Knight, Erasmus, room 8, City Hall, " "
 3 Le Mesurier, Albert M., D. C. Columbia
 Nat'l Bank, " "
 4 Lewis Ruth, 298 Elmwood av., " "
 5 Meagh, Mrs. S. A., 477 Pearl, " "
 6 Measner, Mrs. J. F., 20 Park, " "
 7 Meany, J. F., 20 Park, " "
 8 McKenna, Mrs. J. J., 338 N. Division, " "
 9 McKenna, J. J., 336 N. Division, " "
 780 Northrup, Lewis G., 218 Real Estate
 Exchange, " "
 1 "Robert, Mrs. C. F., 615 Lexington ave., " "
 2 Reid, Miss Kate, 220 Plymouth ave., " "
 3 Riley, George C., 1089 Elliott, " "
 4 Schmitt, Ernest, 200 W. Maryland, " "
 5 " " 518 Elliott, " "
 6 "Spirary, Martha, 98 Johnson Park, " "
 7 Thompson, H. S., 206 Delaware ave., " "
 8 " " 304 Elliott sq., " "
 9 Burke, Geo. W., 455 Elk st., " "
 790 "Machester, Miss Grace, 52 N. Pearl st., " "
 1 Duca, Charles, " "
 2 "Frank, L., 206 S. Main, " "
 3 Miller, Henry C., 806 W. Gray, " "
 4 Kper, William M., 435 W. Clinton, " "
 5 Stinson, Rev. M. Luther, E. Richmond
 Delta, L. W., Gilbertsville
 7 Holden, Edwin M., Vine st., " "
 8 Herdig, F. J., " "
 9 Latour, Raymond, " "
 800 Perkins, Wm., " "
 1 Greunberger, Frank, 9 Church, Gloverville
 2 " " 47 4th, " "
 3 Pratt, Henry Z., M. D., Sautarium, " "
 4 Cooley, B. Frank, 4 Estabrook Heights
 Greenbush Heights
 5 Nichols, Burr, box 232, Horseheads
 6 Harbeck, C. T., " "
 7 " " Frank, " "
 8 Forman, L., 10 E. 10th st., Ithaca
 9 Green, William W., Main, Johnstown
 810 Hollenbeck, Henry, W. Main, " "
 1 Hollenbeck, William, 9 W. Main, " "
 2 Grover, Charles L., Lake View
 3 "Loughlin, Mrs. A. A., 253 North 1st, Long Island City
 4 Watts, Oliver P., Malone
 5 Gardner, W. H., " "
 6 Thompson, Lieut. J. K., Morris
 7 " " box 107, " "
 8 Mord, L. C., box 21, " "
 9 Merritt, C. R., box 257, " "
 820 Stillman, R. P., box 350, " "
 1 Jackson, Alex. G., box E., Margaretville
 2 Baker, S. C., Port ave., Mechanistville
 3 Becker, Elsworth W., Mariner's Harbor
 4 John, M., Fort Verde, Newcomb
 5 Arthur Dr. Daniel H., State Hospital, " "
 6 "Arthur, Mrs. Daniel H., State Hospital, " "
 7 White, Edward C., 216 Sidney ave., Mt. Vernon
 8 Halland, Alva, 54 North, " "
 9 Gill, J. Arthur, 105 Franklin ave., " "
 830 Randall, J. H., 102 Franklin ave., " "
 1 Thomas, John, 100 N. E. Irvington, " "
 2 Babcock, Edward O., Falls st., Niagara Falls
 3 Humbert, Wm. S., Gluck's 14d, " "
 4 Carson, David, Prospect House, " "
 5 Morgan, Edwin R., Falls st., " "
 6 "Waller, Mrs. Wm. B., 373 Huguenot, New Rochelle
 7 Schoemer, Alfred T., 23 Woodland ave., " "
 8 Riber, C. W., " "
 9 Boyd, A. S., 1 Broadway, New York
 840 Bruce, T. Hamilton, 41 West 34th, " "
 1 Dodge, Edw., 107th, " "
 2 Doerfl, Lothar, 62 East 9th, " "
 3 "Dimmore, Lydia F., 62 West 108d, " "
 4 Debler, John C., 54 4th ave., " "
 5 Baker, Horace, " "
 6 Poland, John P., M. D., 51 Hudson, " "
 7 Gayler, James, Room 2, N. Y. Post Office, " "
 8 Guest, Alex., " "
 9 Green, Asner, 6 Maiden Lane, " "
 850 Jackson, Frank W., M. D., 12 West 16th, " "
 1 Jones, David R., 318 Broadway, " "
 2 Johnson, Joseph L., M. D., 125 West
 132d, " "
 3 Landale, Russell H., 135 Madison ave., " "
 4 " " Orleans, 28th st. & 11th ave., " "
 5 Martin, F. R., box 5078, " "
 6 Menner, Wm. A., 230 West 50th, " "
 7 Flako, Dr. Edward, 151 East 78th, " "
 8 " " Wm. A. 2d Floor, " "
 9 Reiss, Julius F., 1038 2d ave., " "

900 Smith, W. H. C., 1 Broadway,	"	5 "Hone, Mrs. Charles A., 5 Lamberton	"	The Wheel C. C.
1 Stillwell, J. S., box 3015,	"	Park,	"	1 Beldy, John M., 1722 Chestnut st.,
Smith, Frederick R., 492 West 185d,	"	6 Nichols, C. H., 918 E. Main,	"	Penn. W.
8 Sweeney, John, 202 W. 45th st.,	"	7 "Nichols, Mrs. Arthur E., 387 State,	"	2 Knight, Edward, 507 Commerce st.,
4 Watts, Miss Ada F., 111 Mangin,	"	8 Pitkin, William, 19 Brunswick,	"	Philadelphia
3 "Wheelock, Miss A. C.,	"	8 Smith, Archie, 101 Tromp,	"	Hygiene W.
P. O. Capt. J. W. Philip, Navy	"	970 Shumaker, J. T., Whitcomb House,	"	3 Tod, Alex. F., M. D., 2100 N. 5th st.,
Yankee, 34d,	"	1 Westarrett, Dr. Z. F., Deer Mut. Inst.,	"	C. T. A. C. C.
6 Wilson, C. W., 321 West 118th,	"	2 Miller, Alonzo M.,	"	4 Slettery, M. J., 1881 Carlton st.,
9 Ayres, Winfield, M. D., 117 W. 96th st.,	"	3 Fivell, Samuel J., Sea View Hotel, Sea Cliff	"	Quaker City C.
8 Bowers, Geo. S., 142 W. 45th st.,	"	4 "Horsman, Ida, 83 Courtland, Rochester	"	6 Knickeloch, Eugene R., 335 S. 12th st.,
3 Badger, H. J., 304 E. 117th st.,	"	5 Palmer, Amos Duke, 23 Lake View Park,	"	Acme C.
970 Burt, Jas. Middleton, 364 Lenox ave.,	"	6 Thomson, Philip L., 20 N. Church,	"	4 Harwick, Milton B., 722 N. 49th st.,
1 Babcock, G. Lawrence, 264 Lenox ave.,	"	7 Stone, J. P., G. R. Co.,	"	Century W.
2 Buschick, Wm. H., 121 Front st.,	"	8 Straus, Theo., 3 N. College,	"	7 Heller, T. C., 338 Drexel Bld'g,
3 Briggs, F. M., 220 Pearl st.,	"	9 Pultz, J. E.,	"	Emerson W.
4 Beret, Robert, 148 E. 10th st.,	"	980 "Erwin, Miss Laura F., 101 Hunt ave.,	"	8 Beck, P. H., 1712 Newkirk st.,
1 Beechel, A. D., 120 W. 36th st.,	"	1 Colvin, Henry, Locust ave.,	"	9 Outing C. C.
6 Capello, Chas. A., 1120 Lexington st.,	"	2 Robinson, Arthur W., 102 2d,	"	9 Johnston, Sam'l, 618 Erie ave.,
7 Camden, J. Edwin, 222 W. 23d st.,	"	3 "Newland, Frances E., 2 William,	"	Diamond W.
8 Caldwell, C. H., 2 W. 86th st.,	"	4 Pratt, Jesse W.,	"	050 Wamsley, Clair A., 1838 Diamond st.,
9 Cadz, Dr. Herbert W. F., 121 E. 40th st.,	"	5 Buck, R. E., 4 Mill st.,	"	1 Heather, D. Wallace, 1674 Dounion st.,
980 Carr, Albert A., 550 Park ave.,	"	6 "Wilson, Niles, 63 Factory st.,	"	Speedwell C. C.
1 Di Bella, August, 212 W. 42d st.,	"	7 Scott, Henry, box 110,	"	2 Platoon, Chas., 3715 Woodland ave.,
2 Desmet, Geo. A., 14 Maiden Lane,	"	8 Wilkeson, Wm.,	"	P. B. C.
3 Egan, "Piercen" B., 24 E. 23d st.,	"	Over 114-1497,	"	3 Kretschmar, M. A., 540 Naville st.,
4 "Elwood, Kate J., 150 W. 54th st.,	"	NORTH CAROLINA	"	Pittsburg
5 Eple, J. Jr., 2563 8th ave.,	"	Olympic C.	"	Black Diamond,
6 "Erwin, Mrs. Edgar M., 60 W. 106d st.,	"	090 Burns, O. H., 8 Ella st.,	"	Mayo, Fred,
7 Fryer, Eugene, 218 W. 104th st.,	"	000 McKean, W. M., 1216 Vernalis ave.,	"	Crescent C. C.
8 Foster, Frederic, de P., 18 Wall st.,	"	1 Choate, Chas. F.,	"	6 Bayliff, Wm., 112 W. Spruce st.,
9 "Hart, J. W., 234 Broadway,	"	2 Dawson, Byron F.,	"	Williamsport W. C.
000 Frank, David E., 18 W. 39th st.,	"	3 Penke, John C.,	"	6 Bartlett, John P. H., Hart Bld'g,
1 Getgood, Wm. F., 249 W. 125th st.,	"	4 Oliver, A. C.,	"	Williamsport
2 Grant, Otto J. A., 65 W. 119th st.,	"	5 "Hale, H. O., 207 E. 14th st.,	"	Albany C.
3 Harter, John Jr., 168 St. Nicholas ave.,	"	6 Whitney, Fred E., 906 Broadway, Oakland	"	7 Simpson, Jas. H.,
4 "Hart, Joseph, 60 Walker st.,	"	7 Roda, J. P.,	"	Unstated.
5 Hax, Rev. G. C. F., 64 Seventh st.,	"	8 Gross, Dr. C., 328 Kearney, San Francisco	"	8 "Phillips, Margaret E., 344 Ridge ave.,
6 "Hale, H. O., 207 E. 14th st.,	"	9 "Ward, Wm. W., Tirol Park House,	"	Albany
7 Higginbotham, Walter, 107 W. 60th st.,	"	Over 121,000, OHIO, 15-2053,	"	9 Herblison, Wm. Albert, Brighton Road,
8 "Harnard, Mrs. M. J., 114 W. 84th st.,	"	Association W.	"	000 Harrison, Ralph W., Brighton Road,
9 "Hill, Louis E., 1354 New York st.,	"	000 Howe, Ernest H., 822 Perry Ferry,	"	Altoona
000 Jursky, Sam'l B., 126 W. Lexington ave.,	"	1 Matthews, C. A., 325 E. Chestnut st.,	"	2 Rambo, Geo. D.,
1 Kline, Wm. H., 408 W. 107th st.,	"	Unstated.	"	3 Yorum, Chas. C., box 243,
2 Powell, David C., 600 Manhattan ave.,	"	2 Deulon, R. F., Forest City Savings	"	4 Carpenter, R. W., box 94,
3 "Lawson, Belle H., 21 W. 94th st.,	"	Bank Co.,	"	5 Shafer, Louis M.,
4 "Lawson, R. L., 177 W. 94th st.,	"	3 Crowther, H. L., 317 Superior st.,	"	6 Gessner, J. J.,
5 Levy, Hugo E., 615 E. 141 st.,	"	4 Rutherford, J. A., Hollenden Hotel,	"	7 Deitrick, Bruce C.
6 Leroy, Fred, 246 W. 29th st.,	"	5 "Hendrick, J. H., 52 Harbor st.,	"	8 Clark, John M., box 354,
7 "Lindsay, Wm. W., 126 W. 126th st.,	"	6 Simpson, Wm. A., 2523 Ashland	"	9 Rhoads, Morris R., Broad st., Chambersburg
8 Lawson, Wm. Henry, 649 8th ave.,	"	ave.,	"	070 Tennant, Geo. C., 908 W. 10th st.,
9 Leroy, Casper, 605 8th ave.,	"	7 "Hague, John, 424 Bank st.,	"	1 Chorpensing, E. A.,
000 Little, M. B., 150 W. 121st st.,	"	8 Moore, Ernest H.,	"	2 "Hraham, Hiram,
1 "Moog, Ed., 3477 3d st.,	"	9 Gabel, Wm. A., 1108 Garrison st., Fremont	"	3 McKnight, Geo. B.,
2 Mass, John A. J., 1380 Wash. ave.,	"	010 Recktenwald, F. Wm., 313 State st.,	"	4 Wilson, John,
3 McKelvey, Jas. H., 126 W. 96th st.,	"	1 Cormack, Geo., 8th St. N. 1. Hamilton	"	5 "Hooned, W. H., 322 Mill st.,
4 "McKee, L. A., 126 W. 96th st.,	"	2 Herschel, Henry, 8th St. No.,	"	6 Durban, Thos. K.,
5 Morley, Thomas J., 417 E. 119th st.,	"	3 "Williams, Miss Myrie, box 372,	"	7 Fleming, H. N., 204 W. 8th st.,
6 McKetter, H. O., 425 Broom st.,	"	4 Perkins, H. R., Jr., 128 Mahoning ave.,	"	8 Walker, W. T., 420 E. 7th st.,
7 "Martins, Aristides, 207 Pearl st.,	"	Over 121,000, OREGON, 1-246,	"	9 "Walker, W. T., 420 E. 7th st.,
8 "Murphy, J. S., 122 W. 110th st.,	"	Unstated.	"	000 Burs, Robt. L., 4710 Penn st., Frankford
9 Muller, Fred, 21 Lexington ave.,	"	015 Peebles, James, 66 Ella,	"	1 Roe, Henry D., Church st. sta.,
000 McGowan, Rev. Wm. K., 1062 Madison	"	Over 121,000, PENNSYLVANIA, 273-	"	2 Maughlin, C.,
1 "Marrs, Chas. H., 190 Wash. st.,	"	Logan W.	"	3 Darrow, Geo. P., 16 E. Chelten ave.,
2 Mark, Henry A., 58 Wall st.,	"	016 Baumgardner, E. B., 1617 8th ave., Altoona	"	Germanstown
3 Meyer, Walter,	"	7 Cook, G. P., 11th ave. & 11th st.,	"	4 Hollins, Chas. B., 22 Mill st.,
4 "Meinheimer, J. H., 123 W. 64th st.,	"	8 Westfall, W. C., box 286,	"	5 Stalberg, Chas. A., 840 Main st.,
5 May, David, 460 Broom st.,	"	Elizabeth C. C.	"	6 Walch, Asbel R., 275 Harvey st.,
6 Miller, Jos. B., 176 Greenwich st.,	"	9 Wylie, W. P.,	"	7 Backenstet, C. H., box 474,
7 "Mills, Chas. E., 48 Broadway,	"	020 Woelei, Chas.	"	8 Beck, Chas. H., 208 Briggs st.,
8 Newburger, Sam, 1317 Broadway,	"	Erie Wanderers.	"	9 Hird, H. M., 17 N. Market ave.,
9 Pike, H. B., 134 Pearl st.,	"	1 Butta, Frank D., 920 E. 7th st.,	"	000 Carills, Alex. W., 324 Puffer st.,
000 Platt, G. C., 429 Broadway,	"	2 Curry, Chas., 1128 Holland st.,	"	1 "Tennison, Mar. L., 213 N. 8th st.,
1 Flek, Chas. E., 300 W. 50th st.,	"	3 "Deputy, John, 134 W. 29th st.,	"	2 Cottrell, John W., 1704 N. 9th st.,
2 Porter, Wm. H., 181st & Amsterdam	"	4 Embling, G. F., 528 E. 8th st.,	"	3 Creighton, G. W.,
3 "Raudenbush, Walter M., 280 Broadway,	"	5 Embling, Peter M., 528 E. 8th st.,	"	4 Fager, John H., 250 Walnut st.,
4 Ripinsky, R. B., 119st. Attya. Office,	"	6 "Ewell, Louis, cor. 4th & 4th st.,	"	5 Goldsett, C. J., box 128,
5 Rudolph, Rev. Robt. L., 223 E. 52d st.,	"	7 Stabhardt, H., 10 N. Park Row,	"	6 Hart, L. A., Jr., 809 N. 2d st.,
6 "Sears, N. Reed, 150 W. 73d st.,	"	8 Schaffer, A., 726 State st.,	"	7 Klepper, J. A., 250 Broad st.,
7 Saville, Henry A., 227 W. 23d st.,	"	9 Schaffer, Perry W., 33-5 W. 20th st.,	"	8 "McConkey, J. A., 215 Market st.,
8 Stanton, Wm. H., 340 Lenox ave.,	"	000 Sloan, W. C.,	"	9 McKelvey, Jacob, L., 1811 N. Front st.,
9 "Spandan, Dora, 253 3d ave.,	"	Keystone W.	"	000 Taylor, B. Edward, 115 Consey st.,
000 Smith, Carolyn S., 24 E. 29th st.,	"	1 Oppenheimer, Louis, 340 Potts pl.,	"	1 "Widman, Augustus, 1032 N. 3d st.,
1 Schwartz, Frank, 240 E. 68th st.,	"	2 "Owens, C. C.,	"	2 "Widman, Augustus, 1032 N. 3d st.,
2 Siler, Jos. D., 10 Beaver st.,	"	3 "Owens, C. C.,	"	3 "Widman, Augustus, 1032 N. 3d st.,
3 "Stone, A. A., 75 E. 120th st.,	"	4 "Owens, C. C.,	"	4 "Widman, Augustus, 1032 N. 3d st.,
4 "Schuch, Herman, 150 E. 40th st.,	"	5 "Owens, C. C.,	"	5 "Widman, Augustus, 1032 N. 3d st.,
5 "Suvalle, Dr. J. S., 227 W. 23d st.,	"	6 "Owens, C. C.,	"	6 "Widman, Augustus, 1032 N. 3d st.,
6 "Trimmer, W. H., 406 E. 187th st.,	"	7 "Owens, C. C.,	"	7 "Widman, Augustus, 1032 N. 3d st.,
7 "Trotter, Perry, 307 E. 12th st.,	"	8 "Owens, C. C.,	"	8 "Widman, Augustus, 1032 N. 3d st.,
8 "Vitch, W. J., 253 Broadway,	"	9 "Owens, C. C.,	"	9 "Widman, Augustus, 1032 N. 3d st.,
9 "Vitch, Manfred, 146 E. 81st st.,	"	000 Sloan, W. C.,	"	000 Sloan, W. C.,
000 Walden, David, 2100 Wash. st.,	"	1 "Owens, C. C.,	"	1 "Owens, C. C.,
1 "Wadsworth, Eugene M., 546 E. 142d st.,	"	2 "Owens, C. C.,	"	2 "Owens, C. C.,
2 "Wachera, John, 60 W. 99th st.,	"	3 "Owens, C. C.,	"	3 "Owens, C. C.,
3 "Coburn, Virgil, 115 W. 95th st.,	"	4 "Owens, C. C.,	"	4 "Owens, C. C.,
4 "O'Connor, Chas. A., 1 Franklin st.,	"	5 "Owens, C. C.,	"	5 "Owens, C. C.,
5 "Johnson, William J., 146 West 7th, Oswego	"	6 "Owens, C. C.,	"	6 "Owens, C. C.,
6 "Zandorf, Edward C.,	"	7 "Owens, C. C.,	"	7 "Owens, C. C.,
7 "Harris, R. H., box 2,	"	8 "Owens, C. C.,	"	8 "Owens, C. C.,
8 "Van Zandt, William R., 24 E. Main,	"	9 "Owens, C. C.,	"	9 "Owens, C. C.,
9 "Van Zandt, Clarence D., 26 Butler,	"	000 Sloan, W. C.,	"	000 Sloan, W. C.,
000 "Wagner, Amelia H., 90 Plymouth ave.,	"	1 "Owens, C. C.,	"	1 "Owens, C. C.,
1 "Wagner, Julia M., 60 Plymouth st.,	"	2 "Owens, C. C.,	"	2 "Owens, C. C.,
2 "Wagner, Elias L., Platt & Warhouse,	"	3 "Owens, C. C.,	"	3 "Owens, C. C.,
3 "Wagner, W. F., K. H. B. B., 20 S. 7th st.,	"	4 "Owens, C. C.,	"	4 "Owens, C. C.,
4 "Wagner, Charles M., box 456,	"	5 "Owens, C. C.,	"	5 "Owens, C. C.,
5 "Wagner, Charles M., box 456,	"	6 "Owens, C. C.,	"	6 "Owens, C. C.,
6 "Wagner, Charles M., box 456,	"	7 "Owens, C. C.,	"	7 "Owens, C. C.,
7 "Wagner, Charles M., box 456,	"	8 "Owens, C. C.,	"	8 "Owens, C. C.,
8 "Wagner, Charles M., box 456,	"	9 "Owens, C. C.,	"	9 "Owens, C. C.,
9 "Wagner, Charles M., box 456,	"	000 Sloan, W. C.,	"	000 Sloan, W. C.,
000 Sloan, W. C.,	"	1 "Owens, C. C.,	"	1 "Owens, C. C.,
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9 "Owens, C. C.,	"	000 Sloan, W. C.,	"	000 Sloan, W. C.,
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8 "Owens, C. C.,	"	9 "Owens, C. C.,	"	9 "Owens, C. C.,
9 "Owens, C. C.,	"	000 Sloan, W. C.,	"	000 Sloan, W. C.,
000 Sloan, W				

- 7 Klinefelter, Chas., North Bend
8 Bender, P. H., Narberth
9 Herpes, F. H., Jr.,
180 Leane, Edgar J.,
1 Shoffner, Perry, 1023 De Kalb st., Norristown
2 Alexander, Robt. J., 308 Walnut st., Philadelphia
3 Ackley, E. D., 1720 N. 13th st.,
4 Baker, Harry S., 2334 N. Front st.,
5 Carey, P. M., 1211 Parrish st.,
6 Fox, Henry L., 12th st.,
7 Fisher, Elizabeth W., P. O. Ambler,
Pa.,
8 Gordon, John D., 3319 N. 21st st.,
9 Goebel, Dr. Geo., 1601 Columbia st.,
140 McNeil, Miss Mame, 2205 South st.,
11 Middleton, Miss Helen, Pittsville, P. O.,
12 McMillan, H. W., 12th st.,
13 McGarity, Thos. S., 1845 N. 23d st.,
14 Rhoads, S. H., 1219 Betsie bldg.,
15 Kottler, Wm. C., 1737 Fairmount st.,
6 Bowler, Chas. E., 2710 W. Lehigh st.,
7 Fairchild, S. E., Jr., 3204 Sansome st.,
8 Hudge, H. K., 2940 N. 12th st.,
9 Milliken Frederick H., 3614 Walnut st.,
150 Wilson, W. P., 233 S. 4th st.,
1 Appleton, Saml. W., 610 Arch st.,
2 Benckart, J. W., 100 Oxford st.,
3 Brengle, Henry G., 505 Chestnut st.,
4 Brallier, Stanley A. E., 16th & Race st.,
5 Broadfield, Geo., 784 Becknell st.,
6 Baker, C. P., 2228 N. 12th st.,
7 Blair, Oliver H., 41 N. 18th st.,
8 Buswell, Howard N., 3922 Powelson ave.,
9 Boyd, Weston C., 204 N. 12th st.,
100 Blair, Andrew A., 406 Locust st.,
1 Bartle, Henry J., 2020 Master st.,
2 Buckley, Lewis W., 900 S. 40th st.,
3 Bacon, John, 215 N. 12th st.,
4 Clinger, R. Willette, 2416 Turner st.,
5 Callahan, James, 1701 Fountain st.,
6 Cardenas, Mrs. H. W., 202 N. 22d st.,
7 Conover, Wm. G., 116 S. 3d st.,
8 Cooper, Jas. W., 17th and Wash. ave.,
9 Carson, Robt. D., 3148 Weyss ave.,
170 Canaling, Wm. C., 12th and Arch st.,
1 Conway, Philip, 1600 South st.,
2 Cannon, Joseph W., 2041 Grate st.,
3 Carrow, Chas. H., 22 Springdale ave.,
4 Clifton, Harry C., 1916 N. 21st st.,
5 Davis, John, 1015 S. Broad st.,
6 Doerr, Louis A., 158 W. Lehigh ave.,
7 Depue, Arthur W., 3419 Spring Garden st.,
8 Donaton, John C., 4218 Germantown st.,
9 Drusdal, Geo. W. C. Pub. Ledger Office,
180 Dormart, Geo., 21st and Fairmount ave.,
1 Eager, Albert E., 2202 S. 16th st.,
2 Fisher, A. G., 50th and Haverford ave.,
3 Fulton, S. H., 219 S. 18th st.,
4 Greeley, O. W., 509 N. 12th st.,
5 Greeng, John H., 1380 Christian st.,
6 Gilmore, Wm. P., 836 Walnut st.,
7 Hawkins, A. L., 4501 Chestnut st.,
8 Heese, Sol. J., 1228 Marshall st.,
9 Havens, Herbert E., 1852 N. 13th st.,
100 Hassler, Don't H., Argost st.,
1 Hawkins, Dr. Edwin G., 1936 N. 22d st.,
2 Hass, Simon, 2052 Marine st.,
3 Hass, Isador, 2012 N. 11th st.,
4 Hagan, Jas. J., 822 Dickinson st.,
5 Hay, Harvey, 1319 E. 12th st.,
6 Heveravitch, J. E., 304 N. 87th st.,
7 Hewitt, Chas., 920 Spruce st.,
8 Hey, J., 919 N. 12th st.,
9 Hitchcock, W. L., 2118 Brandywine st.,
200 Irwin, Asbury E., 4830 Baltimore ave.,
1 Inder, Aug. H., 2318 Poplar st.,
2 Jamieson, J. P., 2018 N. 21st st.,
3 Jones, W. R., 1902 Walnut st.,
4 Jefferson, Chas. L., 4083 Girard ave.,
5 Kelly, Owen, 4024 N. 10th Race st.,
6 Kockner, John J., 2438 Beaver st.,
7 Kerr, W. J., 1010 S. 40th st.,
8 Lane, Wm. T., 2118 Master st.,
9 Lohena, Thos. C., 813 N. 15th st.,
210 Kirklin, I. Haseltin, 4115 Pongrove Terrace,
1 McClure, Alex. D., 1607 Deol st.,
2 McSorley, Frank J., 850 Reel st.,
3 Malpas, Geo. D., 852 N. 25th st.,
4 Murphy, Wm. J., 807 Chestnut st.,
5 Menteiger, Chas., 813 N. 15th st.,
6 McKnight, H. B., 2106 Market st.,
7 Oscher, David, 618 Marshall st.,
8 Patton, J. Lee, 1247 W. 18th st.,
9 Potts, Mrs. Chas. W., 1317 Spruce st.,
220 Pando, Wm. T., 1837 S. 9th st.,
1 Potts, Wm. B., 1707 N. 19th st.,
2 Pausant, Morris, 1408 Race st.,
3 Powell, Miss Eve N., 721 N. 40th st.,
4 Rabigah, Saml., 1418 N. 6th st.,
5 Rosemberg, Boris, 1247 W. 18th ave.,
6 Robinson, Dr. H. S., 431 S. 8th st.,
7 Rockett, Wesley, 716 N. 19th st.,
8 Smiley, Mrs. May, 122 N. 19th st.,
9 Stoker, H. J., 12th and Arch st.,
230 Stern, Dr. Mex. J., 711 Franklin st.,
1 "Stankowitch, Rosalie, M. D., 1534 Vine st.,
2 Stankowitch, Adelaide, 1534 Vine st.,
3 Stewart, Robt. A., S. E. Cor. 44th & Aspen,
4 Schweiger, Richard, 1928 N. 10th st.,
5 "Stankowitch, Robt. C., 242 S. 3d st.,
6 Townsend, Henry C., Jr., 4101 Baltimore ave.,
7 Tingler, C. L. S., 306 Walnut st.,
8 Thornton, E. L., 12th and Spruce st.,
9 Williams, Hazel, 122 N. 12th st.,
249 Williamsberger, Lester, 123 Kelson st.,
1 "Ward, M. S., 501 S. 43d st.,
2 Wheeling, Edgar, 838 Preston st.,
3 Whitlock, E. P., 1000 Arch st.,
4 Wik, Daniel, 2736 Brown st.,
5 Williams, Irvin J., 1713 N. 22d st.,
6 Wagner, Ben J., 11th & Catherine st.,
7 Smith, Joe. F., 2113 S. 15th st.,
8 Smith, Frank, 2113 S. 15th st.,
9 Martin, Dr. Edw., 421 S. 15th st.,
250 Wilt, M. C., 11th & Catherine st.,
1 Armer, Chas. Wm., 981 Vickroy st.,
2 Hunt, E. E., 6014 Center ave.,
3 Lloyd, J. W., 145 Craig st.,
4 Rogers, J. E., 4th and Spruce st.,
5 Metcalf, Chas., 4920 Wallingford st.,
6 Middleton, C. E., 6326 Marchard st.,
7 Robertson, Eugene, 221 Denniston ave.,
8 Costello, C. W., 138 2d st.,
9 Clapp, Geo. H., 325 Water st.,
260 Howe, Geo. A., Fifth ave., near College
1 Hartman, Galen C., 6717 McPherson st.,
2 Kouts, Chas. N., 21 Station R.,
3 Lockhart, Miss S. E., N. Highland ave.,
4 Patch, Mary J., 426 Miltenberger,
5 Patch, James C., 426 Miltenberger,
6 Davis, L. L., Carnegie bldg.,
7 Hess, E. W.,
8 McNeill, Wm. box 173,
9 Evans, Jonathan, Seek st.,
270 Jones, Wm. T., Seek st.,
1 Chase, R. Allan, 426 Quincy ave., Scranton
2 Robinson, Jas. D.,
3 Walters, Hiline E.,
4 Case, Albert,
5 Wallace, Geo. R.,
6 Woods, Lawrence C.,
7 Woods, U. A.,
8 Helinger, Mrs. Chas.,
9 Spearer, Geo. E.,
280 Hoffman, J. Ogden,
1 Cook, J. R.,
2 Weaver, E. C., 426 Frankis, Wilkinsburg
3 Crawley, Howard,
4 Fronts, Edward E., 733 E. 3d st.,
5 Wetherill, H. Emerson, M. D., 3754 Walnut st.,
6 Brown, John M., 519 W. Market st., York
7 Meisner, K. W., Jr., box 167,
8 Lewis, Miss Mabel R., 311 W. Market st.,
Over 121,000, RHODE ISLAND, 18-
1804,
1 Haves C. C.,
280 Remington John A., 425 High st.,
Central Falls
1 Elmwood W., 601 Elmwood ave.,
280 Reddie, Harold H.,
Providence
1 Cobb, Luther P., 120 Lexington ave.,
2 Cobb, Arthur L., 120 Lexington ave.,
3 McCormick, Wm. C., 120 Lexington ave.,
4 Moff, Wm. P., 318 Public st.,
Unattached,
1 Brown, Edw. F., 22 Oliver st., Johnston
6 Pierce, Clarence E., cr. J. & P. Coats,
Pawtucket
7 Bradigan, Sam'l W., box 167, Providence
8 Bradigan, J. Arnold, 174 Westminster st.,
9 Crowell, Asa M., 216 Carpenter st.,
300 "Carey, Mrs. Antonette H., 510 Benefit st.,
1 Webster, Wm. E., 116 Chestnut st.,
2 Windsor, Norton F., 252 Adelaide ave.,
3 Lee, Benj. S., 196 N. 12th st.,
4 Mowry, Alvah L., 11 Dexter st.,
5 Perkins, Jay, 78 Broad st.,
6 Gooder, Arthur A., box 122,
Over 121,000, SOUTH CAROLINA, 2-354,
Unattached,
807 Blodet, R. R., 111 S. Broadway, Los Angeles
8 Entenmann, Carl, 2174 So. Spring st.,
Over 121,000, TENNESSEE, 10-283,
Chas. M. O. Club,
300 Tucker, Wm. J., 812 Highland ave., Memphis
1 "Chas. O. Club,
810 Jacobs, J. P., 1111 Union st.,
1 Brady, Edw.,
Unattached,
2 Iron, Jas. A., Ph. D., 602 College st.,
1 "Clarkville
2 Lyon, Jos. A., Jr., Ph. D., 602 College st.,
4 Ward, P. M.,
5 House, John, cr. Bluckett & Co., Knoxville
6 "Goodman, Louise K., 531 Shelby st.,
7 Lowenstein, Herman, 220 Wellington st.,
8 Gage, W. Eastman, 300 Front st.,
9 "21,000, TEXAS, 5-2045,
El Paso C. T. Assn.,
139 Hampton, Alfred, box 484,
1 "A. & C.,
320 Calkins, J. W., 101 Oil Co., Dallas
1 Bailey, A. P., Young Cycle Co.,
Unattached,
2 Johnson, Stuard, 167 Good st., Dallas
3 Lewis, E. C.,
Over 121,000, VERMONT, 1-492,
Unattached,
324 Bennett, John W.,
Springfield
Over 121,000, VIRGINIA, 3-111,
Unattached,
325 Mead, G. L.,
8 Beverly, Frank,
7 Louder, Edw. R., 501 North st.,
Over 121,000, WEST VIRGINIA, 2-196,
Unattached,
328 Deem, A. P.,
7 Shelden, L. L., box 135,
Over 121,000, WISCONSIN, 47-1402,
1 A. A. C. C.,
330 McGoff, Robert J., 634 Appleton st.,
Appleton
1 McGovern, F. E., 757 Morrison,
Winnebago W.,
2 Breitenstein, Will R., 450 Main st.,
3 Gromme, J. J., 13 W. Division st.,
4 Ordway, C. H.,
5 Weade, Fred A., 426 Ogden ave.,
W. Superior
1 Whitewater W.,
6 Blackman, Thane M.,
7 Coe, Dwight B.,
8 Luck, Aug. A. F.,
9 "W. J. C.,
340 Thorpe, Will R.,
1 Trutt, C. W.,
L. C. C.,
2 Chisholm, George B.,
C. C. W.,
3 Denicke, C. W., 1512 Cedar st., Milwaukee
4 Hilbert, Rene E., 350 E. Water st.,
W. W.,
5 Aitken, W. J., 224 Grand ave.,
6 Bay, Raymond,
Unattached,
7 Walsh, Chas., 542 Second ave., Appleton
8 Meyer, Louis J., 807 Drew st.,
9 Hamilton, Ardis L., box L.,
350 Power, Will, 401 Oak st.,
Brown, Will, 401 Oak st.,
Fond du Lac
2 Berryman, Clay S.,
3 Buell, Chas. E., University Heights,
4 Dorman, John P., 221 E. Main,
5 Patterson, Jas. R., box 1254,
6 Cranton, N. J., 430 State st.,
7 Heywood, A. J., 219 N. Livingston,
8 Hager, H.,
9 Hager, Otto J.,
360 Hubbard, E. D.,
1 "W. J. C., box 43,
2 Richards, W. J., 528 N. 7th st.,
3 Schroeder, E. C., 619 N. 10th st.,
4 Graham, W.,
5 Stillman, Henry M., 222 Kewanee st.,
Milwaukee
6 Sherman, Russell S., 326 Broadway,
8 Harg, S. J., 201 S. 2d st.,
9 Gelsinger, Carl J., 181 14th st.,
9 Prinz, Carl J., 1038 National ave.,
300 "W. J. C., cr. of "Wiala,"
1 Hutchinson, C. M., Lock Drawer, 12,
Needah
2 Mitchell, Chas. H.,
3 Davis, Frank G.,
4 Swin, Henry O.,
5 Campbell, F. J., 405 Main st., Stevens Point
6 Abraham, Seymour, 1223 Highway st.,
(W. J.) Superior
Over 121,000, CANADA, 3-13,
1 Costello, C. C.,
7 Lyden, J. L., U. S. Consul,
Unattached,
8 Lymon, C. Philip, 87 Meckay st., Montreal
9 Lymon, Frank D., 57 Meckay st.,
MARITIME PROVINCES, -1,
350 "Alma, Miss Annette W.,
St. John, N. B.

NEW LEAGUE CLUBS.

- 721 States Industrial Wheelmen, Ketchikan, Alaska, N. Y.
722 Revival Club Cyclers, Chelsea, Mass.
723 Capital City Cycle Club, Phoenix, Ariz.
724 Central Union Wheelmen, Albany, N. Y.
725 The Oxford Cycle Club, Calceps Falls, Mass.

THE ROCHESTER Combination Cleaning Rack and Holder.



As a Cleaning or Repairing Rack

As a Rest or Holder.

Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition. **PRICE, \$1.50.**

Automatic Parcel Carrier.

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Weighing only FOUR ounces with a carrying capacity of

Over ten pounds.

**Automatic,
Ornamental,
Handsomely
Nickel-plated.**

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to every Cyclist.**

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145 Power's Block, Rochester, N. Y.

Bicycling Goods...

For Men and Boys.

We append a list of some of the wonderfully low priced goods we sell, and which may safely be ordered by mail.

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WELL MADE AND PERFECT FITTING.

Cheviot Shirts, at 50, 75 cents, \$1.00 and \$1.50.

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Bicycling Caps, golf style, in plain and mixed cloths, at 25, 50, 75 cents and \$1.00.

Leather Belts, in every desirable style, at 25, 50, 75 cents and \$1.00.

The "Cantlip" Belt, good leather, at 50 cents.

Men's Wool Sweaters, at \$1.00, \$1.50, \$2.00, \$2.50 and \$3.00.

Men's Wool Sweaters, with sailor collar, at \$1.50 and \$2.00.

Boys' Wool Sweaters, at 50 cents, \$1.00 and \$2.00.

Boys' Wool Sweaters, with sailor collar, at \$1.25 and \$1.75.

Golf Stockings, at 50, 75 cents, \$1.00, \$1.50 and \$2.00.

MONEY REFUNDED IF GOODS ARE NOT SATISFACTORY.

**STRAWBRIDGE & CLOTHIER,
PHILADELPHIA.**

TO "EMPLOYERS OF AMATEURS."

No. 67,004:— Your communication on above subject was interesting and important, but we cannot print a complaint of this kind unless made by some one who is willing to sign his name.

ALBERT J. DOUGLASS, 1411 Bedford avenue, Brooklyn, wishes distance and best route to Richmond, Va.

W. O. BUTCHART, box 1518, Denver, would like agreeable companions for a trip by wheel to Yellowstone Park.

WILL R. TEEL, Wabash Cycling Club, Terre Haute, Ind., wishes best route from Indianapolis to Louisville.

J. M., New York, writes:—"In a recent issue you say 'astronomers should be optimistic; their business is always looking up.' Please add, dentists should be pessimistic; their business is always looking down in the mouth."

For the hundredth time we beg permission to inform correspondents that unless letters are properly signed, no consideration will be given them. Give the name and address.

The sailors may be neat men while
They sail the ocean o'er,
But O, they strenuously object
To being washed ashore.

QUERIES AND ANSWERS

T. H. BULLA:— See your State Road Book for Long Island routes. Brakes are not required in New York City. We cannot tell you how it is in surrounding towns.

EVELYN:— We do not know why *red* bloomers are by some thought to be more — what do they call it? — more noticeable than others of other colors. We believe a lady *might* wear bloomers made of violet, indigo, blue, green, yellow, orange or red material, but she might prefer something else. It all depends on the wearer. Bloomers themselves can't tell the difference between right and wrong.

A. A. HILL, 261 W. 116th St., New York, wishes information regarding roads and route between Montreal and Quebec.

A PITTSBURG member writes:—"In answering your conundrum on page 939, 'Does the frog in the rail have anything to do with making the engine jump the track?' I would say that it does very often when it is one of the earlier forms of spring rail frog."

A PRIZE FOR

Race-Winning... Columbia Riders

Of two riders equal in strength and skill, the one mounted on a Columbia Bicycle will win. The whole history of racing proves it. Columbians are standard of the World—in a class by themselves.

The superiority of Columbia has been so thoroughly demonstrated that we do not see the need of employing a professional rider this year to represent the Columbia. When we do we will carefully select a worthy rider, and he will again sweep all before him, as Rowe and Windle and Bald did. We cannot consent to employ or contribute in any way to the support of so-called "amateurs."

But we desire to recognize the good work of hundreds of real amateurs who are winning races everywhere on Columbians, and so we are preparing a handsome

BRONZE MEDAL

to be presented to every rider who wins a race under L. A. W. sanction, during 1896, on a Columbia Bicycle—a medal for the first race and a suitably engraved bar for each subsequent race won.

The medals and bars will be ready in a few weeks. Any Columbia rider is entitled to one or the other for every race won this year under L. A. W. sanction. Evidence of winning is all that is required.

♦♦♦♦

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Six years experience has taught us just how single-tubes should be put together. Hartford tires have a peculiar life and buoyancy to be found in no other tires.

Hartford Single-Tube Tires

ARE THE STANDARD SINGLE-TUBES.

You will find them on most high grade bicycles, and you can have them on any if you ask for them. They cost more because they are worth more.

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13,068 Bicycles Stolen in '95; 4,006 so far in '96

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THE LAW-BULLETIN AND GOOD ROADS



OFFICIAL ORGAN OF THE
AMERICAN WHEELMEN

Vol. XXIV.

Boston, July 17, 1896.

No. 3.



From Mud to Dust.

Don't think this road is always so.

For half the time it must.

When days are hot and dry you know,

The dust is full of dust.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 59,328.

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DON'T PUSH

your wheel home when you get a punctured tire. Carry



THE SIMPLEX BICYCLE TIRE REPAIR TOOL

MAILED ANYWHERE.

With which you can mend any size puncture in single or double tube tires. The only repair tool in the market that uses

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TAPERING SOLID RUBBER PLUGS



Easy to insert in a punctured tire, but cannot slip out

Send Five 2-Cent Stamps for Samples of Assorted Sizes.

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Bicycle ..**

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

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Lovell Special and
Lovell Excel Bicycles*

Ask Your Shoe Dealer
for

"Ball-Bearing"

Bicycle Shoe

No. 972

Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.
C. H. FARGO & CO. (Makers)
CHICAGO



HOW ABOUT THIS?

EDITOR L. A. W. BULLETIN:

Dear Sir: It is on record that a New York city cabman has taken a stranger several blocks in his wagon, carrying him back to the starting point, to his hotel, and charging him \$5.00 for the experience, the ride thrown in. This was in other days, however, and at night, too, and was excusable, because all the real bad people were found only in New York city. The writer, with some friends, visited New Rochelle, N. Y., on their wheels one very hot Sunday some few weeks ago, and dined at the Huguenot House. One of their number was taken down with a fainting spell, and a light wagon was hired to convey him and his wheel from the Neptune House to the railroad station: time consumed, 45 minutes, and the charges collected, \$2.50,—and before the sun went down, too. This may be another case of restaurant keeper, tough steak, and the customer. It was not the value of the "wittles," but the keeper's needs, that the victim had to pay for.

Don't go to New Rochelle and hire a light wagon

PERFECTION IS A HIGH IDEAL

In any walk of life. Our highest mechanical ideal is and always has been a

PERFECT BICYCLE...

Rambler Bicycles

("THE 17 YEARS OLD WHEELS")

Are not built "like" anything else except only good wheels. They are the result of our efforts, during 17 years of bicycle building, to reach our ideal—A PERFECT BICYCLE.

"It's in the running of 'em, not in the paint, that Ramblers lead."

Ask for our little booklet, "17 Years Old Bicycles," also "Gold"—may be worth \$1000 to you.

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New England Branch,
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939-145 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn,
201 Woodward Avenue, Detroit.

unless your wallet is in good health, is the advice of yours truly and friends. No. 91,776.
BROOKLYN, N. Y.

STREET CAR TRACK NUISANCE.

EDITOR L. A. W. BULLETIN:

A writer in a recent BULLETIN says that the ordinary horse car track is a miserable affair. The trolley car track is just as bad, and I want to say a word against it. I am not a wheelman, but drive a horse instead, being just a plain farmer. When I am in the city I am bothered to death with the car track, as one has to cross and recross it to avoid the teams. I dare not go lengthwise of it for fear of breaking a wheel, so am obliged to go back and forth, dodging cars, wagons, bicycles, pedestrians and what not. All farmers despise the car track, and if you can succeed in bringing a change for the grooved rail you will have our thanks. The farmers join with the bicyclists against this nuisance.

F. P. BRIGGS.

SCARBORO, ME.

HE IS ONLY ONE OF THOUSANDS.

EDITOR L. A. W. BULLETIN:

Dear Sir:—I received my membership card May 2nd, and on May 6th I had my first serious accident.

While riding in this city a malicious old rascal, just to see how mean he could be, stuck a pitch-

fork handle through the spokes of my front wheel, and as I was riding quite fast you can imagine the consequences.

He refused to settle. The matter was taken up by the L. A. W., and he was made to pay the cost of repairing the wheel, about \$20. Had I not been a member of the League, I believe I could not have gotten anything out of him.

W. J. BULGER.

OIL CITY, PA.

BELLS GALORE.

EDITOR L. A. W. BULLETIN.

In your issue of July 3d, I notice an article from No. 109,149 on the subject of bell-ringing. If No. 109,149 were a resident of this town he would either go crazy or have to leave the city. The reason for this state of affairs is simple enough, as our common council has just passed a new bicycle ordinance. It not only limits the speed to six miles an hour, but requires all wheelmen to keep off the side walks, quit coasting, and compels them to carry a bell, which must be rung at least thirty feet from every street crossing, (no matter if any person is in sight or not) in the city limits.

The councilmen tacked on a section to the above ordinance which is supposed to prevent excessive sprinkling and to prevent the depositing of any material in the public streets liable to injure pneumatic tires. The modest penalty for violating any section of this ordinance is a fine not less than one

Whose Fault?

Yours, sir, — for when your damaged Standard Cyclometer reached us, *your name* was not on the wrapper of the package, consequently we could not identify your property; and there was delay until we could ascertain the name of the sender. Otherwise, the exchanged Cyclometer would have gone to you by return mail.

Don't be careless about this little matter. *Write your name on the wrapper of the package*, thereby hasten the sending of the exchanged Cyclometer, and so insure your own peace of mind, and add to the joy of our shipping clerk.

New York Standard Watch Co.

dollar or more than *one hundred* dollars, or imprisonment not less than five days, or not more than *ninety* days.

The only objection the wheelmen have to this ordinance is the bell-ringing clause.

L. A. W., No. 30,672.

GRAND RAPIDS, MICH.

COASTING MT. HAMILTON.

EDITOR L. A. W. BULLETIN:

I would like to give some good advice to touring wheelmen who are wont to make the trip from San Jose to Lick Observatory, Mount Hamilton, *awheel*.

A few days ago a party nearly met their fate at the hands of a wheelman who came tearing down the grade with a small-sized "Sequoia Giganta" trailing along in his rear, which so badly frightened their horses that it looked as if their "hash would be cooked" in a very short time. For the past two years accidents of this nature, of more or less importance, have happened.

Of late these accidents have been of too frequent occurrence to suit the stage drivers and others who have occasion to drive over the road, and they have determined to shoot the next "son-of-a-gun" who comes down the grade in the manner described. The road from San Jose to Lick Observatory is said to be one of the finest, if not the finest, mountain road in the world, it being macadamized throughout. The grade is nearly uniform and a wheelman

World Cycles

... HAVE WINNING WAYS ...

European Mile Record broken by **John S. Johnson**, from 1:54 2-5 to 1:46, on 3-lap track.

Ray McDonald won the Mile International at Brussels; also, Mile Open, at Bordeaux.

George Rupert won the Mile Collegiate Championship; also, lowered the Two Mile Collegiate record at Harvard.

Jay Eaton won 14 firsts, 2 seconds and 3 thirds, at Chicago Indoor Meet; he also lowered the Mile and Half Mile World's Records for Indoor Track.

AGENTS:

They are Easy Sellers — We can Deliver Quick.

ARNOLD, SCHWINN & Co.

CHICAGO, ILL.

would have to walk but a comparatively short distance, considering that it is a mountain road, and is a trip that a man will never regret if the wheelmen but give due consideration to passing teams and not tie branches or logs to their bicycles in order to retard their progress.

And in conclusion I will say that a driver expects as much from a wheelman as he would from a passing team.

S. P. CHILDS,
SAN JOSE, CAL. Manager Dashaway Stables.

ANOTHER COINCIDENCE.

EDITOR L. A. W. BULLETIN:

In your July 3 issue, Jasper Bray, Freehold, N. J., states that his wheel number is 8108-1 (the last figure indicating the model). I claim second place in the singular coincidence contest. My wheel number is 113-06 and my League number is 113,092.

WARREN, IND. CHAS. F. LENNING.

AND ANOTHER.

EDITOR L. A. W. BULLETIN:

Here is a match for No. 18081's coincidence (page 19): My brother entered his 22d year on July 5, '95. Same day his name appeared in Vol. 22, No. 1, of the BULLETIN as an applicant for membership.

ROSELLE, N. J.

R. L. STEWART.

WATCHWORDS — "What time is it?"

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

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SUBSCRIPTION PRICE:

ONE YEAR - - - - - \$1.00

" " Special Club Rate, to League Members only - .25

Editor: STERLING ELLIOTT.

Associate Editor, - - - NIXON WATERMAN.

JULY 17, 1896.

CLUBS AND "CLUBS."

A club of any kind is a good thing, provided, of course, that it is a good thing.

A club is some sort of an organization entered into by a number of individuals. If the individuals are all good and pleasant the club will very likely be so.

Birds of a feather usually assemble in the same locality.

A bicycle club is usually good or bad. There are both kinds. A house divided against itself cannot stand. A club will soon weed out its bad members, or its good members will leave it.

The bicycle covers a multitude of sins: In every city of considerable size there are companies—we won't say "gangs"—of boys old enough to be called young men, but—

Well, these boys like to get together evenings and sometimes on Sundays or holidays. It's inconvenient to meet on the street corners, and so they think it would be great to have a room somewhere as a common meeting point. The idea of a club enters their mind. They must have some tangible excuse for occupying quarters. It won't do to call themselves the "Cigarette" club, the "Tiffy-Tuff" club, or any other really appropriate name. But, let's see—several of them can ride bicycles. Ah, that's it—a bicycle club.

As a matter of course, the members of such a club, were they old enough, would not belong to the League of American Wheelmen because they are not wheelmen in the true sense of the word. Wheeling is merely an incident in their association.

Total number printed this week, . . . 62,000

Sent to paid Subscribers, . . . 59,328

Samples to Advertisers, Exchanges, etc., 2,672

It is a less ennobling commonality of interests that holds them together.

And their club house becomes a nuisance to the neighborhood. They are noisy and "fresh." They make "remarks" about everybody and everything. Under the guise of a "bicycle club" they disgust everybody with unpleasant sights and sounds; and the good and kind and health-giving bicycle is in some manner blamed for it all.

The police of the land will do the League of American Wheelmen a great favor if they will please annihilate every so-called, mis-named ill-behaved "bicycle club." There aren't many of them but there's just that many too many.

There is no good reason why a real bicycle club house should lessen the value of houses and lots in its vicinity. It doesn't.

DREAM - RICHES.

NIXON WATERMAN.

O give me the blessings of fancy,
The alchemist's wonderful art,
The mystical gift, necromancy,
That turns all to gold in the heart.
'T is better to own but a shilling
And dream we are royally rich
Than to hoard up our gold and be sordid and cold,
And as poor as the slave in the ditch.
True happiness dwells in the seeming
Of things that are brought to the mind:
The daintiest bliss is the dreaming
Of joys that we never may find.
Let's muse on the charm of the valleys
Where roses run riot with bloom
And trade all the pain of the sun-stricken plain
For the dew-sprinkled dales of perfume.

THE PRESS AND THE WHEEL.

"From jest to earnest" aptly indicates the change in attitude of the press toward the bicycle, during the past year or two.

For a long while the wheel, with its riders, men and women, was a stock subject for the funny (?) paragrapher and the caricaturist. It almost wholly superseded such old-time favorites as the mother-in-law joke, the stove-pipe and the plumber joke.

The same conditions hold true today, but while the wheel remains as much of a joke as ever, it has also become a happy, practical, serious, commercial fact. It has been graduated from the corner of the "funny" papers to the reading and advertising pages of the most substantial newspapers and magazines of every land.

For a time a modest department devoted to wheels and wheeling was thought to be sufficient recognition of this new and far-reaching factor in social and industrial life. But the momentum of the wheel soon carried it beyond such confines. As it seemed to suddenly take possession of the



Have You

ever stopped to think what you were paying for in most bicycles? Is it material? That **seems** to be about the same in all **good** bicycles (though a heap of poor stuff **is** worked into "jobbers' bicycles" and sold as "high grade"). Is it labor? Labor can be good, bad or indifferent. It's not often **bad**, except in **convict-made** wheels (and there's a lot of 'em masquerading under unknown names), then it's **worse**. Labor that builds most bicycles is "indifferent." Many makers are inexperienced and new in the business. They are not thoroughly organized and **can't** handle their labor in the best and most economical manner. **You** pay for this lack of experience. **New Clippers** are made of the best material, with organized labor born of an experience in bicycle making dating back to the early history of bicycles. The spiral name plate tells you the wheel; any Clipper dealer will tell you the price

♦ ♦ ♦

MADE
BY
THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.



AMERICA
"T"
"R"
"U"
"S"
"S"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

whole earth and the fulness thereof, so it also took possession of the whole newspaper or magazine and all the pages thereof, and the "special bicycle number" has become the popular thing in periodical literature. Since the very best newspapers and magazines have felt it to be to their interests and to the pleasure of their readers to do this thing, none need hesitate to follow the example so auspiciously set.

The bicycle influence is becoming manifest in every line of thought and endeavor. Literature, music and art, philosophy, politics and religion are feeling and happily recognizing its force. The attitude of the press toward the wheel is largely responsible for this. The wheel "stands in with the newspapers," as does every reasonable, enjoyable, commendable thing.

In addition to the many publications devoted to wheeling, those of almost every other class or trade allot much of their space to exploiting the bicycle and its pleasing possibilities. *Harpers', Godey's, Munsey's, McClure's* and a dozen of others have issued splendid special bicycle numbers.

The Ladies' World for July, the "special outing and bicycling number," of which was in charge of Mary Sargent Hopkins, editor of the *Wheelwoman*, is a notable example of efforts of this sort. Of this number a writer of eminence says: "The array of talent and portraits is exceptional, and no other outing or bicycle number that I have ever seen has approached it."

And thus the desire to print good things regarding the wheel and its friends keeps growing apace. In the meantime, the humorous papers keep on joking and the owners of serious reviews scan with pleasure the practical bicycle advertisements that fill their pages.

The bicycle is a great joke with the newspapers.

A CHARLOTTE RUSE.

A number of resolutions, printed in another column, (see article by "A Woman Cyclist,") are interesting, as they show how much the world lacks of being converted to the bicycle. The last of them is as follows:

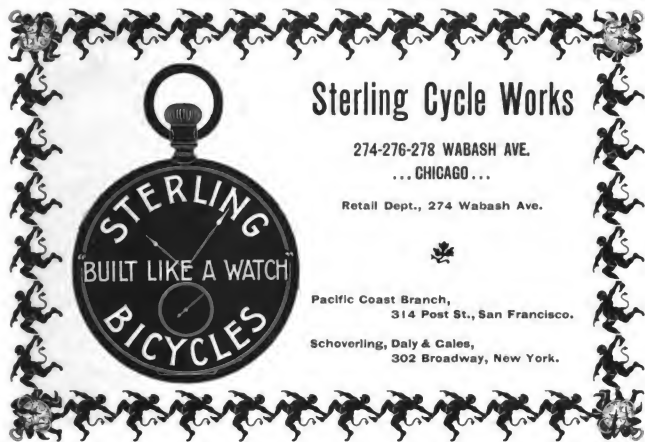
"Resolved, That copies of these resolutions be sent where they will do the most effective good for the cause of purity and morality.

(Signed) "CHARLOTTE SMITH,
President Women's Rescue League."

No mistake was made in sending a "copy of these resolutions" to the L. A. W. BULLETIN office. "Purity and morality" are right in our line, and in the crusade against the bicycle which we are advised is to be made by the W. R. L., we hope to be of use.

American ladies will please take notice that the bicycle is "an invention of the devil," and having discovered this fact, the said Charlotte Smith and her co-rescuers propose to smite the "hellish thing" until it shall vanish from off the face of the earth.

Won't some manufacturer kindly present Charlotte with a '96 Model?"



Sterling Cycle Works

274-276-278 WABASH AVE.
... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Cales,
302 Broadway, New York.

CONCERNING RAIMENT AND CATS.

"Young men, instead of going to church in good clothes, go riding 'bikes' in 'vile raiment.' Not of this, however, do we care specially to speak. Rather to consider how far-away causes may produce near effects. Mr. Darwin speaks of white clover near a certain city dying out, because in the city the boys would kill cats. No cats to keep down the mice; the field mice, increasing, ate up the bees' nests, until there were no bees to fertilize the clover. Far-off consequences by reason of very little matters. No going to church and the boy or man gets into careless habits which drown in destruction and perdition."—*Southern Churchman*.

We would most respectfully remind our ecclesiastical contemporary that "charity suffereth long and is kind." Perhaps the wheelmen referred to may have been trying to carry out the teachings of Jesus as recorded in the sixth chapter of Matthew and twenty-fifth verse:

"Therefore I say unto you, take no thought for your life, what ye shall eat or what ye shall drink, nor yet for your body, what ye shall put on. Is not the life more than meat, and the body than raiment?"

The rules of conduct laid down by Christ, while they presupposed a much higher state of civilization than we have yet attained, were based on a remarkably broad grasp of things, and in the main were what might be termed the idealism of common sense, and it is to be regretted that among his "followers," so-called, we find occasionally those whose only claim to religious recognition is a long face and a peculiarly pugnacious pessimism.

L. A. W. MEMBERSHIP,

As compared with the population and area of the six states which stand at the head of the League rolls. These calculations are based on the membership as printed in the *L. A. W. BULLETIN* of July 3.

It will be seen that while New York has the largest total number of L. A. W. members, Massachusetts and New Jersey have more in proportion to area, while Massachusetts also has more in proportion to its population, and New Jersey nearly as many. Pennsylvania is gaining each week on Massachusetts, and will no doubt shortly pass her in the total figure.

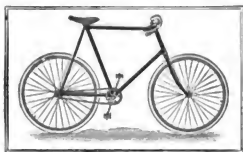
We are asked by a prominent Massachusetts member to publish the following table:

STATE.	Area in sq. miles.	Population	Number L. A. W. members	Number to sq. mile	Number to each 1000 Pop.
New York	47,620	5,997,853	16,074	1/300	2 1/100
Massachusetts	8,040	2,238,943	8,275	1 1/100	3 1/100
Pennsylvania	44,985	5,258,014	7,661	1/100	1 1/100
New Jersey	7,455	1,444,933	3,789	1/100	2 1/100
Illinois	56,000	3,826,351	2,339	1/100	1/100
Ohio	40,760	3,672,316	2,059	1/100	1/100
Missouri	68,735	2,679,184	2,007	1/100	1/100

\$100



\$100



Union Crackajack II

will stay at these figures until the ingenuity of man enables us to economize in its manufacture without lowering the quality or stealing the stock

UNION CYCLE MFG. CO.

Boston

Highlandville

Philadelphia

An Annex.

'Twas God gave man a heart and brain,
His earthly life to bless;
But the Devil made a pocketbook
To fill him with distress.

THAT GOOD ROADS PLANK.

We of the L. A. W. made something of an effort to have a Good Roads plank inserted in the Republican platform at St. Louis. Why it was not done is told in the following interesting letter from Congressman Quigg, who had the matter in charge

NEW YORK, July 7, 1896.

STERLING ELLIOTT, Esq.

President of the League of American Wheelmen, Boston, Mass.

Dear Mr. Elliott, — Mr. Bidwell has informed me that you would like to know, for publication, on what ground the platform committee of the Republican National Convention decided not to incorporate in the platform a plank favoring Good Roads.

I submitted to the committee, appreciating the distinctions that must always be drawn between matters that are properly within the jurisdiction of the Federal Government and those that are not, a plank to which, as I thought, there could be no reasonable objection. It was in these words: "We favor legislation by the General Government looking to the improvement of the public highways in the interest of commerce and communication between the states."

MORGAN & WRIGHT TIRES ARE GOOD TIRES

OUR QUICK-REPAIR TIRE IS A
GRAND SUCCESS — CATALOGUE
TELLS ALL ABOUT IT



FULLY INFLATE BEFORE INSERTING REPAIR TOOL

MORGAN & WRIGHT

CHICAGO

The seventy-two delegates of the state of New York indorsed this plank and directed their representative on the committee on resolutions, Mr. Lauterbach, to endeavor to secure its adoption. Mr. Lauterbach acted with energy and persistency, but he was met with the criticism that the subject was not a suitable one for legislation. I am sure that if there could have been a fair opportunity to debate this point we should have won. In fact we should have had no difficulty to show that the improvement of roads had been in times past the subject of national legislation and that large sums of money had been expended in that interest.

I looked with some degree of care into the subject of the constitutionality of Good Roads legislation when preparing the argument that I had hoped to have the opportunity to deliver at the last session of Congress, in favor of the measure now pending, and I found that it had not seemed to vex the minds of earlier generations of legislators. The proceedings of the committee on resolutions, however, were hurried, and it was difficult to fix their attention upon any other subject than the financial plank. We were beaten in the committee by a very small majority, and I am sure that we could not have been beaten at all if there had been anything like a fair chance to consider the matter.

While it would have been a good thing if we had got our plank in the platform, its exclusion will not much affect our chance to pass the Good Roads bill at the next session of Congress. I found very little

THAT BICYCLISTS CONSIDER

Single-Tube Tires the Best

Is shown by the more than **Quadrupled Increase of Sales of Single-Tube Tires** in the United States during the past two years.

The following named reliable firms and companies only are licensed to manufacture **Single-Tube Tires** under the Tillinghast patents:

THE BOSTON WOVEN HOSE AND RUBBER CO.
THE REVERE RUBBER CO.
THE NEW YORK BELTING AND PACKING CO., Ltd.
THE POPP MANUFACTURING CO.
THE NEWTON RUBBER WORKS.
THE DIAMOND RUBBER CO.
THE B. F. GOODRICH CO.
THE NEW YORK TIRE CO.
THE HARTFORD RUBBER WORKS CO.

THE MECHANICAL RUBBER CO., of Chicago.
THE HODGMAN RUBBER CO.
THE PEORIA RUBBER AND MFG. CO.
THE INDIANA RUBBER AND INSULATED WIRE CO.
THE KOKOMO RUBBER CO.
THE MECHANICAL RUBBER CO., of Cleveland.
THE HARTFORD CYCLE CO.
THE IDEAL RUBBER CO.

All Single-Tube Tires made by other manufacturers are infringements.

SUITS have been brought against infringers in every United States Circuit.

objection to the bill. I do not think there is a doubt that it would have passed if it could have been reached. It is a simple, intelligent proposition that must commend itself to reasonable men, and I confidentially predict its enactment when Congress reconvenes.

Faithfully yours,
LEWEL E. QUIGG.

WOMEN AND THE WHEEL.

A long while ago thinkers along the long lines of morality and good citizenship decided that it is impossible to legislate a man into or out of heaven.

Every once in a while a lot of fanatical or ignorant persons get together and try to resolve the bicycle out of respectability. It's the reincarnation of the old woman who tried to sweep back the waves of the sea. The right seeks its own level. The following letter, written by a woman to an organization of women, and in defense of women, is self-explanatory:

PHILADELPHIA, Pa., July 7, 1896.
MISS CHARLOTTE SMITH,

President of "The Woman's Rescue League," Washington, D. C.

Dear Madam:—As one of the many "Women Cyclists," I would respectfully submit the following reply to the remarkable resolutions adopted by the "League," and published in the *Philadelphia Times* a few days ago.

In justice to my sister riders, I would ask that

the same be read before the "Rescue League" upon its next meeting.

1st. "The alarming increase of immorality among young women in the United States is most startling to those who have investigated the subject."

If the "League" can *prove* that the alarming increase of immorality in the United States is caused by the wheelwomen of our country, we will be glad to accept the generous protection of the "League," and also use our influence in denouncing cycle riding for women. Let the investigator take this year's surplus of immoral women, and report what percentage are bicyclists and what are not.

2d. "A great curse has been inflicted upon the people of this country because of the present bicycle craze, and if a halt is not called soon, seventy-five per cent. of the cyclists will be an army of invalids within the next ten years."

The abuse of anything makes that thing a curse! One should not deal in *exceptions* when discussing a subject, and *women*, as a rule, do not ride immoderately. The present enthusiasm may seem a craze; but the wheel has come to stay, and the sooner our unprogressive sister realizes this the happier she will be. If old Time has bestowed a curse in giving woman advantages and broader fields in the walks of life, which make her superior to her less ambitious sister of the past, then bicycling is a curse. If breathing God's pure air, lingering among the flowers, birds, and green fields, in preference to stifling in the town's narrow limits during the few

Good Roads Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if he
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.



Coasting Contests

are growing in popular-
ity. The amusement
is exhilarating, and
ladies can indulge
in it. Coasting is
fine fun—especial-
ly if you win.

Palmer Tires

are great coasters! A bicycle fitted with them
will outcoast a bicycle fitted with any other tires.
Palmer Tires are livelier than other tires; they
make the bicycle run easily.
Our Catalogue tells why. Send for it.
The Palmer Pneumatic Tire Company, Chicago

hours snatched for recreation, cause one to become the invalid of the future, then we shall return to our old haunts, and accept the "League's" assertion. Even in this age of cheap travel, the wheel takes the precedence, both for health-giving exercise and economy.

3d. "Immoderate bicycling by young women is to be deplored, because of evil associations and opportunities offered by cycling sports."

Immoderate bicycling, by either women or men, is to be deplored, and we regret to say that we have the "scorcher" and the "long-distance fiend" among us, although these are exceptions where women riders are concerned. In what condition of life, however, will we find perfection? There is not a pursuit on earth, even though its eagle glance pierce the stary firmament for inspiration pure and holy, that has not its irrational followers; therefore, it behooves us poor worldlings to discriminate between the wise and the fools, and condemn only the deserving.

Of the evil associations, we can only say that the cycling fraternity is not composed of the vulgar and the rude, by any means; and it is an indisputable fact that the association of men and women has a most refining influence.

4th. "Bicycling by young women has helped to swell the ranks of reckless girls, who finally drift into the standing army of outcast women of the United States, more than any other medium."

Why has not the "League" condemned carriage riding rather than cycling, in referring to the "army of outcast women?" Let the investigator take her stand near one of the principal drives of her city, and note the "reckless girls" that wend their mazy way before her watchful eye. Let her glance fall upon the glowing, earnest face of the cyclist, and then peep into the painted features of the bejewelled occupants of the carriage, as it whirls along. God's warm sunshine has not placed that ruby tint upon cheek and lips, nor His green fields bestowed the evil lustre to her eye. We do not meet her away from the city's din, along the winding pathways which lead to bubbling streams and peaceful vales, where the breath of God lingers upon the weary brow of the traveler, and brings to him a sweet content, which banishes care and lightens life's burden long after the quiet vale is forgotten. If this be drifting into the army of "outcasts," then we will "drift on" until eternity, and thank the star of destiny which saved us from a better fate.

5th. "Bicycle runs for Christ by the so-called Christians should be termed bicycle runs for Satan, for the bicycle is the devil's advance agent, morally and physically, in thousands of instances."

We cannot understand how our Christian young men and women were able to "ride for God" upon a train of cars last year and do the same work for the devil this year, because of a steel steed with fewer wheels. Perhaps the lack of steam renders



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make
"Gold Crank"

FALCON
BICYCLES

Popular with all who appreciate
superiority in bicycle construction.

في في في

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night
With the "Search-Light"
— is a pleasure.

Send for
No. 72 Circular.



THE
1896
SEARCH
LIGHT

HAS A RIGID BRACKET
And will Not Jar Out.

It is no cheap bicycle lantern, but the only really
first-class article of its kind on the market.

Price \$5.00 at all Dealers.

BEWARE OF IMITATORS! Bear in mind that the 1896
"Search-Light" Lantern is
fully protected by patents which will be rigidly maintained.

BRIDGEPORT BRASS CO.
Bridgeport, Conn.

Or, 19 Murray St., New York. 85-87 Pearl St., Boston,
17 North 7th St., Philadelphia.

the "clouds less apparent, or the vehicle which brings the pilgrim so near to the earthy" has its ground-floor effect on his pious soul.

The resolutions with which you are pleased to end this remarkable circular come floating to our ears in phrases that sound like "immoral, unwomanly, immodest, vulgar, indecent!"

A wise author once said, "There is nothing either good or bad, but *thinking* makes it so."

To the vulgar, all things are vulgar; his small soul sees not the soft tendrils of the clinging vine as it creeps along the ground, but his glance falls upon the meaner earth beneath. The starry heavens contain for him but a frowning canopy over a sea of sinful souls.

Wishing the "Rescue League" all the success it deserves, I remain,

Very respectfully,
"A WOMAN CYCLIST."

L. A. W. CONSTITUTION AND BY-LAWS

Were published in full in this paper, March 6th last, and the new racing rules were published April 17th. The former may be had by any member for a stamp sent to Secretary Bassett, and the latter on equally easy terms by addressing Chairman Gideon of the Racing Board.

Don't ask a man to take back the mean words he speaks, for if he does he may use them again.

FOR ADVERTISERS ONLY.

MR. STERLING ELLIOTT, Editor L. A. W. BULLETIN,
No. 12 Pearl Street, Boston, Mass.

Dear Sir:— You remember my telling you one time last fall that I would take pains to check results from an ad. in the BULLETIN. On April 11th, on page 526 of the L. A. W. BULLETIN there appeared an ad. in our space which was not put into any other paper, either trade or otherwise. In ten days from the appearance of this ad. we received just 381 replies that mentioned the L. A. W. BULLETIN, all of which contained two 2-cent stamps. We also received enough more replies which did not mention the L. A. W. BULLETIN to swell the remittances in stamps to \$19.24. As this announcement was made in no other paper, those who did not mention the L. A. W. BULLETIN but complied with the terms of the announcement were, of course, replying to the L. A. W. BULLETIN ad.

In addition to these results, which are traceable directly to that one particular ad., we have been receiving from time to time since the appearance of the advertisement, stamps and requests, which would indicate the ad. had either been read by the applicant or some one had told him of it. These we have not kept track of; but we now have in our desk about \$3.00 in postage stamps that have come from what we believe to be results from this advertisement. All these results came from one of your very smallest editions during the spring of '96.



CUT SHOWS FULL SIZE.

Better Size.

Better Quality.

Same chain graphite as before, but other ingredients are new and improved.

Convincing
Proof.

Every bicycle rider in the United States, and many who are not riders, will recognize the writer of the following letter.

JOS. DIXON COMPANY,
Jersey City, N. J.

Warsaw, Ind., Jan. 14, 1896.

Dear Sirs:

You may be interested in knowing that I used your bicycle chain graphite exclusively during my 21,000 mile ride around the borders of the United States, and that it gave me entire satisfaction, as is evidenced by the fact that, as stated, I used it to the exclusion of various other makes which were tendered me free. It saved me much hard work, as its application never failed to cause an easy-running chain.

Yours truly,

TOM W. WINDER.

If your dealer does not keep it, send 10 cents for sample. It will pay you.

Joseph Dixon Crucible Co.
JERSEY CITY, N. J.

Your total number printed that week was 36,000, and paid subscribers received 32,053. The writer wishes to state to you personally and honestly that we believe we are getting better proportionate results from our L. A. W. quarter page ad. than from any other medium that we are now using, although the space is but half as large and is costing us more than twice as much. There is no use in talking, Mr. Elliott, you are giving the advertiser a circulation that is worth the price which he is paying for it.

As you probably know, our contract with the BULLETIN expires July 5th. We shall wish to renew it. We do not ask you for any better terms or any lower price, knowing very well that if you make any changes in your prices you will give us the benefit of them without our asking. We have every confidence in your method of doing business. We know your circulation is as you publish it, and we feel positive that you do not ask us any more for space than you do other advertisers under the same conditions. Whether other manufacturers feel this way or not we do not know, but the writer's personal experience and acquaintance with you leads him to believe in your method and your statements.

Yours very truly,

GRAND RAPIDS CYCLE CO.
J. ELMER PRATT.

Don't tell what you don't know, and above all don't teach it to children.

PUNCTURE PROOF BICYCLE TIRE

OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY

NO PUNCTURES TO REPAIR

Catalogue and Sample section of Tire free upon application. Address
THE PUNCTURE PROOF TIRE CO., Quincy, Ill.

HE KNOWS HOW IT IS HIMSELF.

EDITOR L. A. W. BULLETIN:

Dear Sir:—You seem to have had divers kinds of criticisms as to the conduct of the L. A. W. BULLETIN. I like it as it is. Having had a little to do with newspaper publishing, I found that if I managed to please myself it was about all I could do. Every true newspaper man always wants to improve, but the dear public have too many ideas. I am reminded of the story of the man who went to build a boat. Every one who came along had a suggestion to make; he adopted every one, and when the boat was complete it was useful only as a curiosity. He put it one side and commenced another; and when the critics commenced to give advice, he pointed to the other boat and said, "That's everybody's boat. I am building this one."

No. 76,354.

SCHOOL CHILDREN AS ROAD BUILDERS.

Gen. Roy Stone, of the Department of Road Inquiry at Washington, is working through the Bureau of Education to establish a system of practical education in road building throughout the country.

In brief it is his plan to introduce certain simple instructions, and have them practically illustrated to the scholars by actual work near the school houses. We hope to publish shortly an article from the pen of Gen. Stone on this novel and interesting subject.

ON THE TRAINING TABLE

Evans' Ale and Stout

are preferred,
because :

they are absolutely pure, and, unlike all other bottled Ale and Stout, contain no dead yeast cells (commonly known as sediment), so irritating to sensitive stomachs.



Riders and Repairers.



Tapering Rubber Plugs are the ideal tire menders — cannot slip or be punctured again. Send five cent stamps for assorted samples. Manufactured only by
BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.

A PROMISING YOUNG MAN

who just promises and then forgets to perform, is wanted by B. B. Wadsworth and others of Olean, N. Y. This forgetful youngster of twenty-eight summers is said to have had an uncontrollable longing for gold watches "and sich." He started a "riding academy," collected tuition in advance and then rode to parts unknown, though probably to some place where the L. A. W. BULLETIN is read. He is reported to have a tendency toward trick riding (a not unnatural gift, by the way), and he is "shy" one little finger. He should be easy to find, and if you see him, don't tell him that you saw him, but communicate with this office; also with Mr. Wadsworth, as above.

ADVERTISING GUIDE BOARDS.

Bicycle dealers and others are availing themselves of the increased demand for guide boards by using them as a means of advertising.

Before the advent of the cycle, the number of persons going about through the country roads was comparatively small. Those who did so travel were in most cases acquainted with the locality they were in and there was not much of a demand for guide boards.

Conditions are different now, when every highway and byway is full of strangers and tourists and people of the community riding for pleasure or on business of some sort.

The Little Wonder! A New Cyclometer!

A NOVEL PROPOSITION TO RIDERS:



TWO THIRDS SIZE.

A Marvel and Midget in Size and Weight.
A Beauty in Design and Appearance.
A Giant in Strength and Durability.
A Wonder of Completeness, Perfection and Accuracy.
Attached to the Right Side of the Wheel.

The Climax Special Ten Thousand Mile Cyclometer

Price, \$1.50

With Independent
Adjustable Trip
Indicator and
Fractional Mile Dial.

Any rider having a cyclometer can trade his instrument for ours, and we will allow very liberally for the old cyclometer, set ours to the number of miles indicated by his, and allow him to try it thoroughly; should the same not prove satisfactory, we will refund the money and return the old cyclometer promptly.

If you want the most serviceable and neatest cyclometer, write for a circular and terms, and we know you will not regret it.

SCHLESINGER & YEOMANS MFG. CO.

Mention
L. A. W. Bulletin.

125-137 Rees Street,
Chicago, Ill.

Guide boards are now in real demand and are points of close observation. It isn't to be wondered at that wise dealers are going to the expense of placing such information as the following at points where it will do the most good:

<p>BRIGHTON 5 Miles.</p> 	<p>DENVER 8 Miles.</p> 
<p>Join the L. A. W.</p>	<p>Ride the BLANK BICYCLES! SOLD BY WHEEL & CO.</p>

The above suggestion comes from Colorado.

The advertisement on one quarter of the area is much more likely to prove effective on account of the guide board feature.

It occurs to me that if there is a demand among our members for some sign of this sort, that we might arrange for them in quantities, and thus furnish another good advertisement for the L. A. W. as



THE MATCHLESS
"STEEL GENDRON"

Perfect in every detail of mechanical construction.
SWIFT-STRONG-SURE

REFERENCES:
The thousands of cyclists who ride the "Steel Gendron."

Reliance Bicycles are better than most high grade wheels
Send for Art Catalogue.

Gendron Wheel Co.
TOLEDO, OHIO.



FOR YOUR VACATION
... GET AN ...
ORIENT CYLCE

It costs \$100, but you can ride all the time.

The handsome SARACEN is \$75.

Send 4 cts. for our Photo-Gelatine Catalogue.

The WALTHAM MFG. CO.
240 Broadway,
Factory, Waltham, Mass. **NEW YORK.**

McCune Cycles.....

NONE BETTER

Send for Catalogue.

EVERETT CYCLE CO.

Everett, Mass.

Agents Wanted.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896

Model A registers 1,000 miles and repeats, weight, 2 1/2 oz. Price \$1.00.

Model B registers 10,000 miles and repeats, weight, 2 1/2 oz. Price \$1.50.

Model C registers 10,000 miles and repeats, weight, 1 1/2 oz. Price, \$1.75.

TRENTON WATCH COMPANY,
TRENTON, N. J.

well as the business firms who might be inclined to place them. Suggestions are in order.

STERLING ELLIOTT, Pres.

NATIONAL CYCLE SHOWS.

Exhibitors are expected to sign an agreement not to exhibit at any unsanctioned shows during the period between July 1, '96 and June 30, '97.

PRINTED INFORMATION ON TAP.

One of the planks in the L. A. W. platform is that we believe in highway improvement with all our "might, mind and strength." We believe that when road building is considered, the most reckless extravagance becomes rigid economy. We also hold that a wheelman is entitled to all the rights of ordinary citizenship, and one more. His opinion on the condition of a road is entitled to more consideration than is that of the non-rider. His ability to judge of the earth's surface is only equalled by that of the horse, but the horse can't talk.

Most wheelmen *can* and *do*.

Lots of people are considering the passage of road laws, and hence are interested in what has already been done in that line. There is no question as to the magnificent road work which is being done in Massachusetts,—six hundred thousand dollars being the amount expended by the State this season. We have printed the text of the Massachu-

setts road law, in the form of an eight page pamphlet, which will be mailed for a stamp to any enquirer.

Numerous other laws, ordinances, etc., are in process, and will be announced from time to time.

If you want information on any of these subjects, your inquiry will be welcomed and answered if possible.

STERLING ELLIOTT,
President L. A. W.

A LOUISVILLE TROLLEY PARTY.

Referring to a proposed excursion about the city on electric cars, the League Meet Committee says: "This trolley party will be a complimentary affair to L. A. W. members only. In fact, all of the entertainment is to be free to League members only. The smokers, the trolley party, the steamboat excursion, the watermelon feast, the Iroquois Club reception, 'open house' at headquarters, the dance on the track, all these affairs are gotten up for League members, and those who are unfortunate enough not to have L. A. W. membership tickets with them will have to pay their way."

THE "Constitution, By-Laws and Hand Book" of the Toledo Wheeling Association, Toledo, Ohio, is a neat and compact vest-pocket volume, full of good hints and suggestions.

POPULAR airs are like the measles; they are catching but nobody likes them.

BROWN SADDLES



BROWN SADDLE CO.

ARE ALL RIGHT.

ELYRIA OHIO.

New Roads and Road Laws

IN THE UNITED STATES.

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The bicycle is a passenger! And for its transportation they demand a ticket in addition to that tendered by the owner of the machine.

A large trunk, requiring two men to put it on board and occupying about twenty-five cubic feet of space goes free. But for a bicycle, easily run on board and taking but little room, the owner must pay twenty-five cents.

In pleasant contrast is the courtesy of the officers of the steamer "Fred'k. DeBarry," of the Nahant Line. They not only carry the bicycle free, but make the owner feel as though he were granting the favor. No. 107,826.

N. D. T., New York: You are right in your statement that the *C. T. C. Gazette*, of England, does not publish jokes. That is also true of *Zion's Herald* and several other most worthy publications. You are also correct in saying that you never knew any paper but the *L. A. W. Bulletin* to publish a special theatre hat number.

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Lightest and

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CLEAN YOUR BICYCLES
With "Three In One." Prevents tarnishing and rusting Polishes the frame. The only lubricant for chain and bearings. Never gums; clean to use. Ask your dealer for it, or send 10 cents for sample.

O. W. COLE & CO., 111 Broadway, New York.

STOLEN. 1 Herald Bicycle, No. 3832, black frame, Hunt '95 saddle; manufactured by the O. A. Very Cycle Co. This wheel was stolen from 14 Beacon street, Boston, on Monday, July 6, 1896, between 1.30 and 4 P.M. Members obtaining information will kindly notify J. BERNARD FERRER, 14 Beacon street, Boston.

"ANNOYED READER": Dr. Johnson's ideas of wit were undoubtedly the same as yours. We jump at this conclusion because you say your ideas are the same as his. We are inclined to favor the Doctor, however, on account of his having been "several years dead."

A PROGRESSIVE L. A. W. TOWN.

EDITOR L. A. W. BULLETIN:

The League members of Oneonta, N. Y., are in a number of ways showing themselves to be thoroughly alive to their duty as members. The membership has been increased by more than half, there being now more than sixty in the village. They are attending to the appointment of consuls and League hotels in the smaller towns about Oneonta, and at present are securing matter for sign-boards to be erected throughout the county (Otsego,) under the provisions of the Potter Law. As far as it is possible the boards will be erected this season, and the work will be continued next year.

It is not a great task to secure this blessing of guide boards, and if one or two wheelmen in each town would interest themselves in the matter, send to Chief Consul Potter for blank petitions and instructions, fill out the applications, and present them to the highway commissioners, the work would be done and thoroughly appreciated by the traveling public, whether a wheel or driving. The Potter guide board law was made to use. Let's use it.

No. 101,484.

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is soldered, if you use the

**Elliott Non-Corrosive
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them. Sample by mail, 10 cents.

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NEWTON, MASS.

EVADING THE ARMSTRONG LAW.

EDITOR L. A. W. BULLETIN:

The baggage man at the 42nd St. station of the N. Y. O. & W. R. R. has an ingenious way of evading the new Baggage Law. A wheelman, having bought a ticket in New York to some point up the State, and desiring to check his wheel thereto without charge, is told at the New York side of the ferry — although he may be some twenty odd minutes before the last boat leaves to catch the train — that the baggage man will check his wheel, but will not promise that it will go on the same train with its owner. The baggage man adds, that, if the wheelman will himself take the wheel across the ferry, he may check it on the other side, and that it will then surely go on the desired train. This the wheelman guilelessly does; but when he presents his wheel in Weehawken to be checked he finds that, as he is no longer in New York, and as the new act has no operation outside the State, a charge of twenty-five cents is exacted for the transportation of his wheel through the section of New Jersey which the railroad traverses.

ROBERT S. CHAPIN, No. 80,420.

NEW YORK CITY, July 8, 1896.

THE cyclists and good roads advocates of Memphis, Tenn., have formed an association for the purpose of securing good roads and streets, proper street sprinkling, the suppression of the "scorcher" and other reforms.

**... AJAX ...
BURNER ATTACHMENT**

An attachment for oil Bicycle Lamps which absolutely prevents the light from being put out by wind, jar or fall, and increases the light fully 30 per cent. With our attachment a 7/8 inch wick will give a square topped flame (not a peaked top flame) 1/2 of an inch wide by 1/2 high, without smoking. (One sent to any club free for trial, to prove what we say is true. Price, 25 cents. Sent upon receipt of price.

Give size of wick.

Agents Wanted.

The J. A. Wilson, Jr., Mfg. Co., St. Joseph, Mich.

**STOP * "WHEEZING"
* THAT**

in your bicycle chain. It means friction and loss of power. You must push harder to make up the loss. One application of the B. & Z. Brush-top Chain Lubricant will stop noise and wear. Ask your dealer or mailed for a quarter.

BERRANG & ZACHARIAS, Asbury Park, N. J.

MARY SARGENT HOPKINS' MAGAZINE**The Wheelwoman**

WHAT TO RIDE, HOW TO RIDE AND WHAT TO WEAR AWHILE.

Send 5 cents for Sample Copy to 131 TREMONT STREET, BOSTON.
(WHEELWOMAN PUBLISHING CO.)

**HOW BICYCLES ARE MADE &
Tools and Processes.
AMERICAN MACHINIST,**

256 Broadway, New York.

Publish more matter on this subject than any other publication. Write to them.

SCORCHERS.

KARL H. WISEWELL.

Three scorchers went hustling down the street

Along the street, as the sun went down;

As if they were trying a record to beat,

And the "coppers" were chasing them out of town;

For fools must scorch, and fools must hump.

And the less of a rider the more of a hump.

And they leave their victims groaning.

Three corpses lay out on the pavement there,

In the tracks of the wheels that scorchers rode,

And the ambulance came with a flash and a swear,

And jounced away with its ghastly load:

But the fools will ride and the fools will hump.

Who ought to be run out of town on the jump.

And the people will cease their groaning.

— Rochester Democrat and Chronicle.

CLUB ELECTIONS.

We often receive for publication notices of club meetings and elections of officers. It should be remembered that these events, important as they are to those directly interested, cannot, in the nature of things, interest the people of other localities, while those who are interested have read it in the local papers even before it is sent to the L. A. W. BULLETIN.

"TRUTH is (more of a) stranger than fiction" to some people.



CYCLER'S SNAP SHOTS.—A GOOD ROAD IN SWITZERLAND.

THOSE ORIENTAL WHEELS.

The slow Chinese, they tell us, have at last begun to make a bicycle, but oh, for style it cannot take the cake. It's a very crude and clumsy, so the ones who've seen it say. Better fifty wheels of Europe than a cycle of Cathay.

IT KEEPS the public busy turning down the cranks that turn up.

THE word "next" should be tabooed as a barbarism.

THE pneumatic tire is the wheelman's best friend and yet he often gives it a blowing up.

THE man who is brave enough to waylay and rob people in the street must have a whole bag of sand.

THE pneumatic tire is not a Chinese invention although it is a Wun Lung affair.

BICYCLISTS are opposed to highway tacks of any kind.

THE "bicycle stoop" is being "sat on" by everybody.

SO LONG as the pneumatic tire can have plenty of air it won't expire.

THE song of the lark is not so henchanting as the lay of the cackling fowl.

IF "TIME is money," why do women impoverish themselves by cutting several years off their age.

JUST now the bicycle novel is enjoying a run.

THE woman who has ceased to increase in years may well claim, "I'm just as young as I used to be."

A NEW YORK member very wisely says, "A patch in time may save one 7 x 9."

AN OFFICE BOY, who was told to put a card in the window announcing that the store would be closed on the Fourth, fulfilled the commission by posting the following:

"Fire works on July 4th,
We don't! . . . See?"

No. 1,545.

A MASSACHUSETTS member says:—That distorted physiognomy—"the bicycle face,"—"the look of care,"—which is the special mark of the cyclist, will have become a thing of the past when our profanity-producing mixture of sand and cobble-stones and our mud-ways of grief are supplanted by improved and scientifically constructed *Good Roads*.

A SOFT snap driveth away want, but an empty pocket engendereth hunger.



FROM NEW YORK TO WASHINGTON.

THE bicycle trip from New York to Washington being on the whole a thoroughly practicable one, I regard it rather a public duty to correct the impression given by the contributions of Messrs. Townsend and Maxson in your issues of May 22 and July 3, respectively. Not only can I refer intending tourists to a route which can easily be covered in four days, but I can give them one which two friends and I made in three days of easy riding, not including Baltimore to Washington, however. One of the party was just up from a sick bed and had hardly been on his wheel for a month, and my average for the season had been five miles a day, so I think our performance can easily be equalled by anyone desiring to take the trip. As the third man had made the run from Washington to Baltimore a few days before in company with half a dozen others in two hours and forty minutes, forty miles, I can't see that the prospect is so very discouraging, even to Plai field and New York riders.

Our trip was from Baltimore to New York, but, for convenience, I will reverse the route.

First day: New York, ferry to Jersey City, boulevard to Bergen Point, train to Elizabeth, then over magnificent roads through Roselle, Cranford, Westfield, Plainfield and Metuchen to New Brunswick; through Kingston to Princeton, fair and good to Trenton, splendid side paths to Frankford, then in to Philadelphia, about 110 miles.

Second day: Philadelphia, fine road to Paoli, a little hilly to Downingtown, first class to Coatesville, variable but generally good to Lancaster, about 65 miles.

Third day: Lancaster over first class turnpike through Rohrerstown and Mountville to Columbia; bridge over Susquehanna to Wrightsville; from Wrightsville over first class roads through a beautiful country, about twelve miles, to York; thence by York Road, turnpike, good road bed, fine coasts, moderately hard hills, through Shrewsbury into New Market, Md. Here the road gets a degree worse until you get to Parkton, from which place to Cockeysville, about twelve miles, the roads are *very bad* and hilly, slightly favoring the tourist going southward, at least they didn't favor the tourist going northward; from Cockeysville the road gets better to Towson, seven miles, and then very good to Baltimore, seven more, total about 80 miles.

I have never made the run from Baltimore to Washington, but understand from all that it is very bad except under the most favorable conditions. That it is not as bad as painted is evidenced by the

fact that it is frequently ridden, and that a fifteen mile gait is not the record. The roads in this section are of an entirely different class from those in the north, and the northern rider who strikes our roads will pine for a low gear about as much as we pined for a high one a little before we reached Philadelphia.

To make the trip in three days I would suggest New York to Philadelphia, Philadelphia to Shrewsbury, Pa., and Shrewsbury to Washington. But as that necessitates pretty steady riding, some of which isn't easy, I should recommend taking four days to it: New York to Trenton, Trenton to Lancaster, Lancaster to Cockeysville, Md., Cockeysville to Washington, 75, 95, 65 and 55 miles respectively, with the option of doing more than Trenton the first day. The ride from Washington to Baltimore is uninteresting in the extreme from all reports, and it is much more sensible to train it in forty-five minutes and use the time saved when you get there, as some of the rides are very good.

A better route from Lancaster to Baltimore can be made *via* Gettysburg, but it is longer.

Both these routes are given in the road books, and if the idea of the tourist is to enjoy the beauties of nature and take his time at it rather than to get a distant point in the shortest length of time, he can accomplish his purpose better by touring through the richest and most fertile sections of Pennsylvania and Maryland than by pushing through the sand and stones which compose the shortest road from Philadelphia to Baltimore.

While canal boat riding may be entertaining in a way it isn't my idea of a bicycle tour.

OSBORNE I. YELLOTT, No. 92,894.

TOWSON, Md., July 5, 1896.

TO KEEP THE WOLF AWAY.

The Ladies' Aid Society had met with Mrs. Brown. To hear reports from all the poor there were about the town. The spokesman or spokeswoman said there were at least a

score of homes that lacked the means to keep the wolf from out the door.

Then weakened Deacon Spilkins, who, "they say," is "not quite right."

Declared that on that subject he could throw a little light. "I think," said he, "we ought to send to all such homes as these

A 'wolf eradicator,'—just some stout Limberger cheese."

A BROOKLYN member says that instead of cyclers carrying a stern light on their wheels to prevent scorchers running over them, they should fix a javelin at a proper angle and height to strike a vital spot in any one who is fool enough to scorch when he cannot see at least one hundred feet ahead of his wheel.

"A BICYCLIST WHO IS NOT A MENDICANT:" We must decline to believe that the relative financial conditions of the Baltimore & Ohio and the Pennsylvania railroads was due in any manner to their respective stands on the "bicycles as baggage" question.

A QUERY.

JOE LINCOLN.



Oh, all ye learned
ones who know
The ways of woman-
kind,
Pray answer me a
question that
Doth much perplex
my mind.



Why does the maid with dainty form,
When ere she goes awheel,
Bedeck her lovely limbs with skirts
That reach down to the heel;
While she whose form is thinner far
Than maiden's e'er should be,
A cycling skirt will always wear
That ends just at the knee?

PATIENCE AND PERSEVERANCE IN
INVENTION.

It is unfortunate that the person who claims, or is accorded by the public, the title of inventor should be popularly regarded as possessing powers which border on the miraculous; for, as a matter of fact, the most successful inventors have ever proved to be men of a practical turn of mind and of clear vision; who loved to pursue their investigation on logical lines, laying the foundation broad and firm as they proceeded; men who were marked above everything else by unwearied patience and a perseverance that was unconquerable. The inventor is possessed of no sixth sense, whereby he probes more deeply into the secrets of the sciences than others can go. If he turn up nuggets of priceless value, it is not by virtue of any divining rod which he carries, but because he digs deeper than other men to find them.

This is a truth which the average inventor too often fails to grasp; and if success does not attend his first or second attempt, he is liable to throw down his tools in disgust at the very time when a little more experimental work would have achieved the desired result.

The archives of the Patent Office can show thousands of cases where a discarded invention, which lacked but one feature to insure its success, has ultimately been taken in hand and perfected by a later inventor, who has had the patience to work

out the necessary details. It is true there have been many notable cases in which he has stumbled upon his invention in the very first hours of his search; but they are rare. In the majority of cases the great inventions of any age, and particularly of this present age, have first presented themselves as a vague idea, embodied in forms more or less crude. It was only after this crude form had been laid on the anvil of the mind, and hammered and rehammered, day in, day out, and in some cases for years at a stretch, that the rough conception became the perfected mechanical shape, and brought fame and wealth to its author.

One of the great inventors of the age is Mr. Edison, who has been called in terms of well intentioned, but doubtful, compliment, "The Wizard of Menlo Park." There is no spirit of necromancy to be found brooding among the vast collection of apparatus in Mr. Edison's laboratory. The whole place is devoted to invention as expressed in the good old Latin root meaning of the word: "to come upon," and hence to find. Invention, in the case of Mr. Edison, is a search; and the search is prosecuted along multitudinous lines with a perseverance which may have been equalled, but has never been surpassed in the history of the world. Speaking of himself and his work, Mr. Edison has said: "In my own case but few, and those the least important, of my inventions owed anything to accident. Most of them have been hammered out after long and patient labor, and are the result of countless experiments, all directed toward attaining some well-defined object. All mechanical improvements may safely be said to be inventions, and not discoveries."

It is not the man who dreams of better mechanical ways of doing work, but he who by intelligent experiment works out the mechanical forms that translate the dream into a reality, who is entitled to the name of inventor.

It is said that Elias Howe, as he lay one night watching the busy needle of his wife, dreamed of mechanical sewing. Doubtless other men had so dreamed before him. For a whole year he labored on a mechanical stitch; but when he tried the machine, it was a failure. Most inventors would have gone back to dreaming; but Howe threw aside his double-pointed needle and continued inventing, or searching, until he found the fundamental idea in a combination of needle and separate shuttle, and gave to the world the sewing machine of to-day.

There is no invention in any age that has exercised so powerful an influence upon the destinies of the nations of the world as the steam engine of which Watt may be truly said to have been the father; and yet it is a fact that a steam boiler, and an engine propelled by steam, were constructed by Heron, one hundred and twenty years before the Christian era. The apparatus was very crude and elementary; but the root idea was there. Had the ancient experimentalist persistently followed up the line of investigation which his curious

experiments suggested, the history of mechanics might have been set forward 2,000 years.

Denis Papin, in 1688, with his piston inclosed in a cylinder, and Thomas Newcomen, of later date, with his condensing engine, were both standing on the very threshold of the greatest mechanical invention of the age; but it was only when Watt brought his powers of intelligent and patient search to bear upon Newcomen's crude mechanism that the steam engine of the nineteenth century was produced.

The bicycle, with its two wheels pivotally connected, up to a few years ago was restricted to the use of those who were acrobatically inclined. The introduction of the chain and rear driven wheel gave us the safety, and the popularity of the bicycle was thereby largely increased, although the most important feature of all was yet lacking. It was only when the pneumatic tire — an old idea — was perfected and applied to it that the bicycle became the most popular means of recreation in our day.

Stephenson's claim to be the inventor of the modern locomotive is based upon the fact that he was the first to combine the several features of horizontal cylinders, the vertical blast nozzle in the smokestack and a tubular boiler, and that by this combination he produced the type which is practically the same that we use today. Stephenson was not the author of the iron rail, nor of the idea of a steam-driven vehicle running upon iron rails and carrying its own water and fuel. These leading features were present in the earlier engine of Trevithick. Had Trevithick labored to remedy the defects of his locomotive with the perseverance which was so strong a characteristic in his successor, it is likely that he, and not Stephenson, would have been named the father of the modern locomotive.

And so, throughout the whole field of invention, it will be found that the greatest achievements have been in the strictest sense inventions rather than discoveries; the work of practical mechanics who as often as not wrought out in concrete form the dreams of their fellowmen.

The obvious moral to be drawn from these reflections is that where the inventor has good reason to believe that the root idea of his invention is sound and useful, he should never become discouraged by failure in the minor details. Patience under the sting of failure and perseverance in new lines of search will often secure to the first inventor those fruits of his toil which are now too often gathered by other hands. — *Scientific American*.

It's a poor wheel that won't carry both ways.

If we believe what they say — and of course we do — the number of women who have attained their majority is in the minority.

JONAH was the first man who really got right in the swim.

FROM MARY'S LITTLE LAMB.

"I have got some yarn that was made from the fleece of the original 'Mary's little lamb,'" said the wife of a well-known Orange county lawyer to a New York *Sun* reporter. "There are only four strands of it, and each one is only a few inches in length and cost us fifty cents a strand. There is no doubt about it being the genuine wool of that immortal creature. I was in Boston at the time the ladies of that city were raising funds to purchase the Old South Church, which was threatened with destruction by the march of modern improvement.

"Among other devices was a fair, called Aunt Tabitha's Knitting Bee, the attraction of which was a number of venerable dames who spun yarn on ancient spinning wheels, just as they and their mothers had spun it from the wool in the early days. Some Boston lady had heard that Mary, the heroine of the little lamb rhyme, was living at Sterling, Mass., in the person of octogenarian Mrs. Tyler, a widow. This lady went to Sterling, and not only found that Mrs. Tyler was really the original of the poem, but induced her to come to Boston and spend a day at the knitting bee. She was a delightful old lady, and told the story of her little lamb.

"When she was but a few years old, her name being Mary Sawyer, among the lambs born on her father's farm one night was one which was such a weakling that Farmer Sawyer said that it could not possibly live. The child Mary felt such a pity for the helpless lambkin that she begged her father to let her take it and try to nurse it into strength. He told her to take it. She carried to the house, and all the rest of the day and all the following night treated it with such care that next morning it was much improved, and Farmer Sawyer rejoiced Mary by telling her that it would live and grow strong. Such proved to be the case, and, as it grew, the lamb's affection for Mary was so great that it was miserable when separated from her.

"The stanza which says:

It followed her to school one day,
Which was against the rule;
It made the children laugh and play
To see a lamb at school,

records a fact, Mrs. Tyler said. The occurrence led a youth who attended the school to put the story of Mary and her little lamb into verse. The poet's name is lost. The lamb grew up and had lambs of its own, but the fondness of the lamb for Mary and of Mary for the lamb never grew less. One day as it was following Mary, who had gone to the pasture after the cows, the lamb was attacked by a vicious cow, which gored it with her horns and threw it into the air. It fell at Mary's feet and died.

"Mary's grief was deep and long-lasting. The fleece was removed from her ill-fated pet's body, and she spun it with her own hands into yarn, a quantity of which she kept ever after among her treasures. She was willing to part with some of it to aid in raising the fund for preserving the Old

South Church, and brought with her to Boston perhaps a quarter of an ounce. After she told the story of Mary and her little lamb, her yarn was in such demand that it was cut up into lengths sufficient to net \$75 by the sale. I bought four little pieces of it at 50 cents a piece, and that is how I happen to have some of the wool of Mary's little lamb."

BICYCLE MATCHES.

I am a cyclist, says Rev. J. P. Brushingham, pastor Fulton Street Methodist Church, Chicago, and I am going to encourage this pastime in my church and congregation. While I recognize cycling as a social force, I am not yet prepared to say that it is conducive to matrimony. Anything that will augment the honorarium in marriage fees ought to be delightful and welcome to the poorly-paid clergyman. Although I have not reached any positive conclusion in regard to cycling as a matrimonial agency, I have already taken steps for a series of experiments.

Last Sunday I announced to all the people of my church and congregation, old and young, that we would have a bicycle excursion and picnic on the following Saturday. All who ride the wheel were invited to meet at the parsonage and follow my lead in a run to Douglas, Garfield and Humbolt parks. This is what we may call the most up-to-date kind of church social. It is especially interesting to the young folks, and it may be that it will promote matrimonial inclinations. There are a good many riders in my congregation, and we expect this experiment to prove very successful, in which case it will, of course, be repeated at intervals throughout the season. Lunch will be served at some convenient place in the park during the run.

We intend to make use of cycling to cultivate and develop the social side of church life. I consider it a most healthful and innocent pastime. I take no stock in complaints we hear as to its demoralizing tendency. At present I am inclined to regard it more as a social force than a promoter of matrimony, but, as I remarked, I am going to experiment. Five years ago a cycling parson was a rare sight, but if it is proper for a minister to ride horseback, why not on the wheel?

The bicycle is a good thing, and there is no reason why church people should not ride. I believe in men and women riding their wheels to church on Sunday. I see no reason why we should not have good, sociable times on the wheel without yielding to abuses and temptations, such as scorching and frequenting road-houses where drinks are sold. If cycling is the means of bringing about happy marriages through the companionship that comes of congeniality of tastes and temperament, all the more praise to it. — Chicago *Times-Herald*.

Wm. B. Philadelphia: The New York Division Road Book contains all the information you desire.

CYCLING AND THE TRADES.

"This talk about the immense damage that the bicycle craze has done to various trades and professions makes me tired," said the editor of a trade journal recently. "For my part, I think it is about a stand-off between those who have been benefited and those who have been injured in their pockets. I'll go further and say that by the popularity of the wheel two trades have been helped to every trade than has been hurt."

There's a great deal of truth in the trade journalist's assertion. Much has been said and written as to the bad effect of bicycling upon the theatre and other places of amusement. Everybody knows the story of how one big livery stable after another has gone to the wall, and everybody talks of the failures of carriage and piano factories, brought about by the demand for wheels. The liquor dealers long ago raised up their voices in objection because he who rides cannot drink anything stronger than "soft stuff." Druggists aver that the general health of the wheeling public is so much improved that the prescription department languishes, and even the doctors complain. Hundreds of business men join in the cry of those preachers who preach to empty pews on a clear Sunday, and say: "Down with the bicycles!"

These croakers seem to forget that "every dog has his day." They are oblivious to the fact that thousands of people are being benefited by the bicycle craze. The wheel crept in silently but swiftly, and in two years caused such a revolution in trade as had never been witnessed by the present generation. True, some trades were becalmed. Some big concerns submitted to the inevitable and assigned; others foresaw what was coming and began to manufacture bicycles or some parts, or bicycle clothing or accessories. An incalculable number of small concerns and retailers were not one whit behind the times, and those concerns have profited handsomely.

"There are the steel men," said one interested in that side of the bicycle craze. "Of course there is always a demand for steel, but now we have a command for it. I represent an English firm in this country, and they have already placed their whole output for 1897. That company is just one of a hundred that have done the same thing. How could it be otherwise when millions of high-grade machines are manufactured each year? Of course steel is only used in first-class machines, but the demand for a good article has been so great and so steady that it has kept wholesale prices at the top notch, and that's where the steel men have come in," he added.

"It's fun for those who have disposed of their output so far ahead to watch fellows with a little plant start into the bicycle business. They set up the

necessary machinery, which is very valuable, for making wheels, get their expert workmen together, and only then begin to think about getting their materials. They go to one steel man and then another, only to receive the reply, 'Very sorry, but we can't possibly supply you.' From the rubber men they hear the same story, and often they give up in despair after turning out a few wheels. Some have gone out of the business, while others have resorted to using iron."

"That's the truth," said an iron man. "The tubing used in cheap bicycles is nothing but iron gas piping. 'Let the bike live! Long may she roll!' say the iron men, and we advocate cheap machines, of course, for every low-grade wheel sold means money in the pocket of some dealer in iron."

Perhaps no industry has profited more by the bicycle boom than the rubber business. Low grade or high grade, every wheel has to be equipped with rubber tires, and they must be good ones, too. The men who handle rubber in the crude state feel that they have a rubber-tire "cinch." Many dealers in prepared rubber, however, declare that they had to make rubber tires in self defence, and, that as the prices for crude material advanced the prices of tires decreased. As a result, they stand about even. "However," said one rubber man, "there are concerns that have made fortunes in rubber and they can thank the bicycle for their good luck. Within two years the price of crude rubber was 70 to 75 cents a pound; it runs today from 83 to 88 cents a pound, which means a great deal when one stops to consider that prices are cut off at the other end. Two years ago first-class rubber tires retailed at \$10 or \$12 a pair; now they sell at from \$6 to \$8 a pair. Besides, we were forced to make many costly experiments before being able to turn out a good article. Nevertheless none of us has lost money and many of us have made it."

The wheel has been a benefit also to the sewing machine factories. No less than six of the makers of well-known machines are now turning out bicycles, which they hope to make as popular among women as their sewing machines have been. One or two concerns have given up the manufacture of sewing machines, and devote themselves wholly to making bikes. "They had to do it in self-defence," explained a representative of one company. "Women who wouldn't sew would ride. They didn't have time to use a sewing machine because they spent the best part of each day on the road, so the company I represent and several other makers of cheap machines saw that there was more money in bicycles and concluded to pocket it. Makers of machines that were known to our grandmothers, turned in and made bicycles in addition to sewing machines, and they are adding to their wealth. The machinery used in making sewing machines is admirably adapted to the manufacture of bicycles, and the sewing machine manufacturer launches himself in the bicycle business at a comparatively small cost."

And what of the innkeepers? The man who kept a small, ramshackle road house on some out-

of-the-way road has bloomed into a stout, prosperous-looking hotel-keeper. He has added to his house and refurbished it, and all this from the trade of hungry and thirsting wheelmen and wheelwomen. The regular hotel men at the summer resorts on Long Island, Staten Island, and throughout Jersey, have reason to be grateful to the cyclists.

"Three years ago," said the keeper of a hotel on the Shrewsbury, "things were quieter than a funeral around these parts. Now they are lively from one year's end to another. Where we had one guest then, we have a score now, and every man who keeps any kind of a house for the accommodation of travelers, will tell you the same thing, that is, if he lives in the neighborhood of good roads."

When it was found that the bicycle business was interfering with the watch and jewelry trade manufacturers decided to make bicycles. Several watch factories are now turning out wheels that retail at \$100. They are more than making up on wheels what they lose on watches. The gunmakers did likewise, and are delighted with the profits of the enterprise. Manufacturers of woolen, cotton and linen goods join with the owners of those big department stores that make a specialty of ready-made clothing, and with the small outfitters and tailors, in rising up and calling the wheel blessed. Those manufacturers of woolens and linens who turn out cheap goods find it impossible to keep up with their orders, so great is the demand for cheap bicycle suits.

"Wheeling is a sport that requires a special costume, special headgear, special footwear, and several other specialties in the way of sweaters, gloves, etc., that can be worn nowhere except on the wheel," said the manager of a big department store, "and consequently it has given a boom to the dry goods business, leather business, hat business and shoe business. In the ready-made departments of first-class dry goods and men's clothing stores bicycle suits sell from \$12 up to \$25. This does not at all interfere with our regular sales of ready-made clothing, but is simply another source of income. The shoe men and hatters say that the same is true of their business. 'Then there are the men and women who prefer golf stockings and leggings. Their demands have fostered two branches of the trade not dreamed of before in this country. The glove men are making something out of the bicycle craze, for the women raised a cry for suitable cycling gloves, and the glove men quickly gave them what they wanted. Many establishments have a separate department for bicycle gloves. The bicycle has been the making or saving of many small manufacturers, tailors and dressmakers, and it has helped to fill up the treasury of many a big jobber and outfitter."

In almost every town and city where bicycles are ridden to any extent the law requires that every bicycle shall be equipped with a lamp and bell. This often bothers the cyclists considerably, but such ordinances bring joy to the makers of bells and lamps, and these in turn give an impetus to the dealers in bell metal, brass, nickel and glass.

For quite a while the railroad and steamboat companies were down on the bicycle. They argued that it interfered with travel, especially in and around Greater New York. Now they've changed their tune and say, with the express companies, that it has increased their traffic. People who follow bicycling are ever seeking new fields and pastures green. They get tired of the same old roads about their homes, jump on a train or boat and go twenty, thirty or fifty miles, sometimes even further, until they come to a long stretch of good road. Every person who orders a wheel wants it in a great hurry, and of course orders it sent by express. This is where the express companies come in, and the local expressmen have also made a good thing out of handling wheels.

"To me one of the greatest boons of the bicycle craze," remarked a well-known dealer, "is the encouragement of inventive genius. Hundreds of persons have invented accessories for the bicycle or the cyclist. Some have not only proved useful to the public at large, but remunerative to the inventor. However, the people who have been most benefited by the bicycle outside of the manufacturers of the article itself and the dealers, perhaps, are the repairers. Who ever heard of one of them going to the wall?"—*New York Sun*.

BICYCLE PRIVATE MARKS.

A simple device for concealing a private mark on one's wheel is suggested by John D. Carroll, chief detective of a wheelmen's insurance company. In the event of the loss of a wheel the identification of such a mark, known only to the rider, is indisputable proof of ownership.

Mr. Carroll's plan is that every owner of a bicycle should have a private mark upon his wheel, but so concealed that the closest scrutiny by one who does not know it will fail to discover it. Instead of a mark upon the saddle or saddle-post, where a thief would naturally look for it, he suggests that a portion of the enamel, about one inch square, be scraped from the frame of the machine. After all trace of the enamel has been removed, apply a coating of grease, and with a pointed piece of steel, dipped in carboric acid, draw the initials or private mark through the grease. The acid follows the marking of the steel point, while the grease keeps it from spreading.

After allowing the acid to eat into the tubing the grease can be rubbed off and the mark or initial shows as plainly as if cut into the steel framework. One coat of enamel will completely hide all trace of the mark. Should any question as to the ownership of the wheel arise the owner could by simply scratching off the enamel which covered his mark at once prove his claim. Mr. Carroll says he has known cases where wheels have been stolen from owners by their most intimate friends.—*Philadelphia Record*.

MEET to the right. Pass to the left.

SIDE PATHS vs. ROADS.

A portion of Mr. Albert S. Parson's letter in your issue of June 12 seems open to criticism.

While the earlier wheelmen deserve every credit for the work they did under difficulties, in fighting their way to recognition and clearing the way, we should not forget that owing to this work bicycles are *now* acknowledged vehicles, and have rights as such. Times and ideas have changed materially within a few years.

Bicyclists are now a large and very rapidly increasing body, many of them voters and taxpayers, and as a body are in much better position to heed the old store-keeper's advice, "if you don't see what you want, ask for it," then ever before.

Riders of horses have separate bridle paths for their especial use in our public parks. Why should not the bicyclists, a much more numerous body, have their special paths?

As to wheelmen being shut out from public highways in case additional facilities are given them, that is a "bug-a-boo" that will take care of itself.

Horseback riders are not ruled off the roadways if they prefer them, and it is not to be believed that wheelmen will be; certainly not if such men as our Mr. Potter are on guard.

Such a case recently came up in an endeavor of the Coney Island officials to exclude wheelmen from the roadway, and this, I believe, is now being fought by Mr. Potter in behalf of the L. A. W.

Side paths in the parks would certainly be pleasanter and safer than the often crowded roadway, for as long as wheels resemble the present make-up they are not fitted to force their way in a crowd. Even to be caught in the midst of a crowd of horses and carriages is a nervous strain, to say nothing of actual danger.

Scorching on side paths, as elsewhere, is not so very difficult of regulation.

Mr. Parsons will not deny that it is better to ride on a smooth side path than on the ordinary country road.

Why should the bicyclist carry the farmer like a millstone around his neck? What has the farmer, the man most interested, done for good roads when left to himself? What little he has done has been prodded out of him by outside horsemen and bicyclists, and he often stands in the way of genuine road improvement.

Fifty (50) miles of good side path can be built for the cost of one (1) mile of macadamized road, and from the standpoint of the greatest good to the largest number of users, it is not too much to ask that these cheaper paths be built until the general community wake up to the necessity of providing roads for heavy traffic as well.

The army of wheelmen is advancing with immense strides; there are probably 250,000 wheels

in New York City alone, with at least 3,000,000 in the entire United States.

As taxpayers and voters we have a right to a reasonable share of the public money for road improvement, and while those in charge might hesitate to spend the immense sums necessary to put the roads in good order, the comparatively small amount to provide side paths could easily be forthcoming if asked for in the proper spirit.

It would very likely prove a good object-lesson and incentive to those who have long been contented to use the old roads. We should then have something decent to ride on while waiting for the old roads to be rebuilt.

We all want Good Roads and are willing to work and spend our money for them; if they benefit the farmer and general traveler, so much the better; but after all that is said by the Good Road's man, and he who favors the side path, all are working on essentially a selfish basis; *i. e.*, Good Roads for the bicycle. We are more likely to get one-fiftieth of a loaf than a whole one, and if we don't get at least a portion, most of us will be dead long before the Good Road's millennium arrives.

The demand for better roads and side paths does not come from "scorchers" alone, but from all wheelmen alike.

A good example of what can be done at slight expense is that at the present time side paths are being constructed along the tow path of the Erie Canal.

Another much-needed path is over the Croton Aqueduct from New York to Croton, about forty miles. The engineers, in laying out the road along the Hudson River, seem to have completely forgotten the grades; the result is a series of steep hills, up and down, which the wheelman goes until he is tired out. All this can be avoided and a level way provided along the top of the Aqueduct, through a beautiful country, by a very moderate expenditure of money, in removing the existing fences and a little top dressing of gravel.

If the New York State Division of L. A. W. would help this along, it would benefit many thousand wheelmen.

JOHN CABOT, M. D., No. 73,337.

NEW YORK.

IOWA HAND BOOK.

The Iowa Division, L. A. W., has issued a compact, comprehensive Hand Book, containing constitution, by-laws, court decisions, racing rules, road routes, League consuls and hotels, etc. It will be of value to the Iowa members. Chief Consul E. Kostomlatzky has done a good piece of compilation.

LEAGUE member W. R. Tilton, Prairie Depot, O., wishes advice by letter regarding best route from Buffalo to Ithaca.

"Too many cooks spoil the broth;" but it's the other way with oysters.

WHEELS AND GENTLEMEN.

EDITOR L. A. W. BULLETIN:

I am so heartily in sympathy with the article headed "Don't Ask Them to Join," which appeared on page 9 of the issue of July 3rd, that I desire to emphasize all I can the sentiments therein expressed.

It is now several years since I first joined the L. A. W., doing so because I was led to believe that it was an organization composed largely, if not entirely, of gentlemen; and since I first united our ranks have been opened to the ladies, God bless them!

I remember very well the first experiences with the "ordinary"; its pleasures and the unquestionable delights of a header, and I also recall the feelings of disgust occasioned by some "would-be tough," and I rather rejoiced in the fact that the price of the bicycle was held high, and therefore cut out a good portion of the "sporty" element.

I have found wheeling a profitable, pleasant recreation. I use my wheel constantly going and coming from my business, and usually each evening my wife, daughter and son join me in an evening ride; but oftentimes our pleasures are marred by the "scorcher," the rowdy or the "would-be's." I have solicited a number of persons to join the League, and feel thankful that I have always confined my solicitations to those possessed of self-respect.

I hope that each member of the League will carefully read the article in the issue of July 3rd, and I trust that all will fully appreciate the sentiment expressed in the article referred to, and give that sentiment their hearty consideration and support.

I have ridden the wheel more or less since the days of the good old-fashioned wooden velocipede, which I believe showed up somewhere in the neighborhood of 1867 or '68, and I have never yet seen the time when I considered it necessary in order to enjoy the wheel to dress in a manner obnoxious to any one. A gentleman or a lady can still be gentlemanly and ladylike and present a neat and attractive appearance on their wheels, and there is no reasonable excuse, simply because one rides a wheel, for appearing in public indecently.

If you desire, this communication is available for your columns.

KANSAS CITY, Mo., July 7, 1896.

IRA C. HUBBELL.

OF COURSE Jonah had never traveled much by sea or he would not have accepted a hot, stuffy, inside berth. He would have preferred to ride on the "whalebacks."

UNLESS husband and wife belong to different churches there seems to be no good reason for them fighting like cats and dogs.

THIS is the season of the year when the ice trusts make a cool million.

TURN to the right both day and night.

BICYCLE SUITS FOR MEN.

EDITOR L. A. W. BULLETIN:

The inquiry as to what kind of clothes to wear on a wheel and at the same time look presentable, in my estimation is a most hard one to answer. From what I have learned in actual experience I consider that riding a wheel and looking neat are two extremely remote relatives. I have tried the ordinary golf and bicycle suits, made from woolen and cotton materials, and also the unquestionably cool crash suits, but in every case where the day has been warm, the road dusty, and the pace faster than three or four miles an hour, at the end of a twenty or thirty mile run, my clothes were certainly in a deplorable condition. A wheelman can wear almost anything he likes and look well providing he does not ride fast enough to perspire, but I have yet to find one of my brothers who is content with a three-mile-an-hour clip, whether he be out for pleasure or upon business.

I have selected an ordinary bicycle suit, sweater and stockings, all of which are as light in weight as possible, and think that this rig is about as good as anything you can get. My motto is: "If you can't look neat, look as neat as you can." If you want to look as well at the end of a run as you do before you start, it can be accomplished but one way, and that is, don't ride more than four miles an hour and shun dusty roads and warm days.

WILMINGTON, DEL.

No. 105,134.

"OLD TIMERS."

We will shortly publish a full list of those members who joined the L. A. W. during the first year of its existence, and who are still members, giving the present number of each, also the number that each will have when the vacancies are closed up, as they will be next winter. To have been one of those pioneers, and to have "walked with the elect" to the present time, is an honor that any man may well be proud of. One of the "ancients" thinks that "by the numbers on their tickets ye shall know them," and says he looks forward to the time when he shall hear from L. A. W. headquarters those welcome words "well done, good and faithful servant; come up higher."

Another Verse-ion.

He stood beside the hotel bed
He'd paid two dollars for and said,
"It's horrible to have to sleep
Upon a mattress stuffed with cheap
Excelsior!"

BLESSED are the road makers for they shall glad
the children of men.

Jane, Jane, she's never been the same,
Since she left her mother shelling peas;
For alas and alack when she came back,
Her bloomers they were bagging at the knees.

No. 105,592.

A LETTER FROM ILLINOIS.

ABBOT BASSETT, BOSTON, MASS.

Dear Sir,—Will you be so kind as to tell me through the columns of the L. A. W. BULLETIN and GOOD ROADS why I should continue to pay my dollar year after year other than merely to retain membership in the L. A. W.?

I bought a high grade \$135 wheel in 1892 and the same year joined the League and am still a member in good standing. It has cost me \$6 so far, and all the benefit I have received is the weekly paper. Aside from this the League has never been a penny's worth of good to me. At the Twelfth Annual Meet of Illinois Division, L. A. W., held in Galesburg, Ill., June 20, '95, not a single preference was shown to L. A. W. Then again, this year, June 30, when the great bicycle races were given at the same place, my ticket was not worth the paper from which it was made. I asked a prominent man in the race meeting if L. A. W. members were given any preference. He said "No; L. A. W. are no better than any other men." I thought he was about right. I am not an active rider now, but am interested in cycling just as much as I ever was. I wish to see the League prosper, but again I ask, Where am I getting value received for my dollar?

Yours respectfully,

FRANK A. MELTON, No. 50,079.

RIO, ILL., July 3, 1896.

[After reading the above letter, turn to the one published on the inside back cover page, relating to "Relative Values."—Ed.]

Another Chance.

Remember as you make your bed so on it you must lie,
Unless you bribe the chambermaid to fix it on the sly.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as the manufacturer.

Craig's Saddles.

The Craig Cycle Saddle Co., Lawrence, Mass., has issued a neat 12-page catalogue with two-color cover page telling all about Craig saddles.

Simplex Plugs.

The Bicycle Appliance Co., 1004 Walnut street, Philadelphia, has issued a compact catalogue relating to its tapering plugs and bicycle repair outfit. Three pages of the booklet are devoted to the L. A. W.

Bicycle Hardware.

C. J. Smith & Sons Co., Milwaukee, Wis., issue a beautiful 32-page catalogue of bicycle parts manufactured by them. The cover page, in three colors, is attractive.



SHADED HIGHWAYS.

During these hot summer days is when the traveler on a dusty, treeless highway sighs for

"Some boundless contiguity of shade,"

or at least for good roads bordered by trees whose sheltering boughs would offer some protection against the rays of the celestial scorcher, the sun.

Trees add more than beauty to a country highway, although that feature alone should be a sufficient incentive to insure their presence. But they are comforting, as well, and their shade helps to retain a degree of moisture that retards the making of dust.

The useful highway should be made beautiful and comfortable as well. Every negligent highway commissioner should be compelled to ride a wheel along a sun-blistered road, or better yet, be harnessed to a load, as is the poor dumb horse. This would bring him to a realization of the fact that a little shade along the road is a good and gracious thing.

Make the highways beautiful.

TWO LEVEL-HEADED MEN.

EDITOR L. A. W. BULLETIN:

The chest protector for horses advertised in your issue of June 5th is a "good thing. Push it long." Another local wheelman and myself each sent for one and presented them to a couple of expressmen who are on the street all day long. These two protectors are attracting considerable attention. They are so cheap (15 cents) that each L. A. W. member should send for one and present it to some driver.

We want Good Roads! H. E. STALKER.

APROPOS OF Road Improvement a correspondent, who has resided in Augusta Co., Va., some fifty years, reports that he has never seen the roads in his vicinity so good as they are this season, and attributes this to the new system under which farmers pay road tax in cash, and overseers hire men to do the repairing.

THE universal kindness of a merciful providence is shown in the fact that men seldom fail in business until after they get their winter's coal in.

BAD MEN AND GOOD ROADS.

In a good many of the States the inmates of penitentiaries are already employed, to a greater or less extent, in improving the highways, and everywhere the verdict is that good roads have been secured where they would not have been built for a century to come if the taxpayers had been obliged to initiate the work and bear the whole cost of it. Curiously enough, this most excellent scheme has made most progress in the communities where it is connected with a prison system that is strongly and justly reprehended. In those States of the South where they have what is known as the "chain gang system," the idea of putting the prisoners at work on the highways suggested itself naturally. The convicts were kept in open air camps with guards furnished by the State, and nothing was more natural than to engage them in road repair in the vicinity.

Where convicts are housed in great buildings of stone and iron, and where they have been put to labor at mechanical employments, the transition is not so simple and natural. Still it can be made to a certain extent, and that without destroying or impeding the work of prison reform. In South Carolina there are now said to be about 600 convicts at work on the highways, and the value of what they have done has produced such an effect upon the people of the rural sections of that not particularly progressive State that county commissioners everywhere are stirring up the subject of systematic road construction. Tennessee has a law that permits it, and New York has authorized a similar experiment. It seems to us that the New York law might very profitably be adopted in Minnesota at the next session of the legislature. This contemplates the employment of only a portion of the State's convicts, to be selected by the prison warden, probably with the assistance and approval of the State Board of Charities and Corrections, who should be put to work on road improvement under the direction of experts in road construction engaged by the State.

It is unquestionably true that the work of reforming the criminal, of which we must never lose sight by exalting the commercial motive, is entirely consistent with utilizing convict labor on the highways. There is a very large percentage of prison population for whom this would be the most desirable form of labor. By judicious selection of men, and by engaging them in small gangs upon the highways, it is probable that more wholesome influences might be brought to bear upon them even than in a well-conducted prison itself. At any rate, here is an occupation which does not compete with honest labor, which is available for a great number of convicts to whom mechanical pursuits are not naturally adapted, and whose results would be in the highest degree beneficial to the State. We believe that further experiment along this line should be made at once, and that our own community should attempt it. — *St. Paul (Minn.) Globe.*

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, \$2.50. Bar with gold badge attached, \$5.50. Members holding numbers less than 2500 may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and moderate in price. It is of ecobal, steel bound, and it exhibits both sides of the ticket without exposing it to wear. It will be sold for ten cents.

RACING BOARD.

Suspensions.

For false entry, C. R. Stockbridge, Westboro, Mass., has been suspended from all track racing for thirty days from June 30.

Allie L. Barber, Taunton, Mass., has been suspended for thirty days from June 30, for false entry.

For competing in unsanctioned races, following are suspended from all track racing for thirty days from July 1:

F. F. Peach, E. N. Donahue, D. T. Heigh, W. P. Field, R. T. Jennings and A. J. Hammond, Lynn, Mass.

For entering races and failing to appear, Owen H. Zeigler and Walter S. Keil, Philadelphia, Pa., are suspended from all track racing until July 15.

Declared Professionals.

H. R. Renshaw, Denver, Col., own request.

Will M. DeCandy, Chicago, Ill., clause (a).

J. B. Lund, Chicago, Ill., clause (a).

Wm. Hawthorne, Waterville, Me., own request.

E. C. Johnson, Cleveland, O., own request.

R. B. Anderson, New Haven, Conn., under clause (i).

Lloyd Beverlin, Philadelphia Pa., own request.

C. J. Butler, Meriden, Conn., under clause (d).

C. F. Dew, Seattle, Wash., own request.

Millard J. Lee, Portland, Ore., own request.

Bert Schwaime, Spokane, Wash., clause (a).

Fred White, Spokane, Wash., clause (a).

James D. Parks, Denver, Col., own request.

Wm. Anderson, Denver, Col., clause (a).

Julius Fields, Denver, Col., clause (a).

James West, Denver, Col., clause (a).

Kelly Wiley, Denver, Col., clause (a).

Fred Early, Denver, Col., clause (a).

Wm. Henry, Denver, Col., clause (a).

Ben Green, Denver, Col., clause (a).

Wm. Jones, Denver, Col., clause (a).

David Jones, Denver, Col., clause (a).

Frank King, Denver, Col., clause (a).

Chas. West, Denver, Col., clause (a).

E. W. Jarrett, Denver, Col., clause (a).

James Hudspeth, Denver, Col., clause (a).

A. J. Jenkins, Denver, Col., clause (a).

O. S. Kimble, Louisville, Ky., own request.

Chas. L. V. Berg, Lemars, Ia., own request.

J. E. Lee, St. Joseph, Mo., own request.

Jeane Curry, Aurora, Ill., own request.

Herman Kohl, Chicago, Ill., own request.

L. C. Johnson, Cleveland, O., own request.

Sanctions Granted.

Sept. 7—K. of L. Games, Baldwin Park, Jersey City, N. J.

Aug. 20—Quaker City Wheelmen, Tioga, Phila., Pa.

July 25—Press Race Meet, Philadelphia, Pa.

Aug. 5—Blossoms Wheelmen, Bloomsburg, Pa.

THE CAMERA CONTEST.

The Camera Contest rests upon the following offer made in April:

Prize: An Eastman No. 4 Folding Kodak, for rectangular pictures, 4½ inches. Capacity, 10 exposures without reloading. Value, \$50. See Eastman catalogue for further description. Will be given to the member of any division, etc., having the best 200 members, April 1, 1896, who sends to this office the largest number of applications for membership from his own division from April 1 to Sept. 2, inclusive. Those who compete for the prize must make claim for record with every application sent in.

The following have sent in applications as stated:

52—Dr. H. H. Hendon, I. H. Hendon, (re).

40—L. A. Fuller, Nashville, Tenn.

20—A. M. Leake, Washington, D. C.

2—T. S. Ford, Memphis, Tenn.

20—W. F. Payne, 111 Paso, Tex.

20—H. S. Cunningham, Riverside, So. Cal.

10—E. A. Hornbeck, San Diego, So. Cal.

16—L. T. Jeffers, Wilmington, Del.

15—Thos Brantly, (re).

11—F. S. Williams, San Bernardino, So. Cal.

11—F. M. Wells, Portland, Ore.

7—S. A. Monaghan, Santa Ana, So. Cal.

4—O. St. C. Cheney, Grand Forks, N. Dak.

- 4—R. T. Kingsbury, Keene, N. H.
- 3—S. H. Lavery, Los Angeles, So. Cal.
- 1—H. G. Duerfeldt, Helena, Mont.
- 1—H. A. Ludlum, Drayton, N. Dak.
- 1—C. M. Caldwell, Radford, Va.

THE MEET OF 1897.

The L. A. W. has received a very cordial invitation to hold the annual meet of 1897 at Nashville, Tenn. The Tennessee Centennial will be celebrated that year. The exhibition opens May 1, 1897, and continues six months.

Invitations to the L. A. W. to hold the meet in Nashville have been received from Hon. P. Turney, Governor of Tennessee; Hon. Wm. M. McGuffey, Mayor of Nashville; the Nashville City Council, the Nashville Board of Public Works and Affairs, the Nashville Daily Press Association, the Nashville Chamber of Commerce, the Tennessee Centennial by Director-General E. C. Lewis.

The invitation will be placed before the proper authorities for consideration. Fraternally,
ABRAHAM BARRETT, Secretary L. A. W.

CALIFORNIA ROAD BOOKS FOR 1896.

A special committee composed of Messrs. Argenti, Bent, Owens, Strong and Melrose are now working on the new Road Book for northern California and several new ideas will be used which will make this issue a success far exceeding any previous issue. Members are urged to denounce the so-called League Road Book which is now being sold upon the representation that it is the official League book, as it is a well known fact that no books of this division are allowed to be sold, they being distributed free to members of the division.

Any member having received a copy of the 1895 edition Road Book will not be entitled to a copy of this 1896 issue.

946—2500.

We began our administration with 946 members on the first of December, and the figure represented at the right is the number of members which this Board of Officers desire to see when their term of office shall expire, December 31. You as a member should be active in perfecting our strength, and we call upon you to send in even one name, which will do every member, will more than meet our expectations. Will you do this? If you need any information or recruiting matter, send to secretary-treasurer immediately.

FRANK H. KERRIGAN, STANLEY G. SCOVEN,
Chief Consul. Sec. Treas.

NORTH CALIFORNIA.

The growth of this division has warranted the chief consul in appointing several new "Representatives at Large", names and addresses as follows:

W. E. Griffith, of Reliance Wheelmen, Oakland.

J. W. Harvey, of California Cycling Club, of San Francisco.

Leavitt H. Cox, of the Olympic Club Wheelmen, of San Francisco.

J. S. Egan, of the Imperial Cycling Club, of San Francisco.

Miss Dorothy Pendergast elected club representative by the Alpha Cycling Club.

STANLEY G. SCOVEN.

WISCONSIN CLUB REPRESENTATIVE.

This is to certify that a meeting of the Calumet Club Wheelmen, held on the 26th day of June, 1896, the following named member was elected a representative from said Calumet Club Wheelmen to the State Board of Officers of the Wisconsin State Division, L. A. W., for the current year.

A. M. PATITZ.

In witness whereof, we have heretofore subscribed our names this 2nd day of July, 1896.

A. E. CANFIELD, Vice-President.

RUD H. WIEREN, Secretary.

WISCONSIN DISTRICT HANDICAPPER.

A. M. Patitz is now official handicapper for Wisconsin District, and race promoters are urged to see that they do not omit having races handicapped by the proper official.

F. J. S. HEDGECOCK,
Chairman State Racing Board.

TOURS IN WISCONSIN.

The hand book, containing over five hundred interesting tours in the State of Wisconsin is now out and can be obtained by Wisconsin members for a 2-cent stamp from Secretary-Treasurer, M. C. Butler, 50 East Water Street, Milwaukee. Members not belonging to Wisconsin can get copies at fifty cents each.

MASSACHUSETTS CLUB REPRESENTATIVE.

Oxford Cycle Club, Fred L. Hinkley

A. D. PICK, Sec. Treas.

NEBRASKA.

I hereby announce the appointment of D. J. O'Brien of Omaha, as local consul. Herewith follows a list of local consuls for Nebraska:

Omaha.—W. E. Reid, W. W. Turner.

Lincoln, H. H. Haller.

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NEW JERSEY DIVISION.

So many "gold bases" badges have been made recently that our button manufacturer has run out of gold to make New Jersey buttons. We will have some soon and all orders for buttons since July 1 will be filled as soon as new stock is received.

HAND BOOKS will soon be issued from the secretary-treasurer's office which will contain a complete list to date of all league hotels and local consuls in New Jersey and also much information of interest to members of the division. Those wishing them, enclosing two cents for postage, will be promptly supplied.

IN THE contest for the Orient wheel, offered by the New Jersey Division to the member securing the greatest number of new applications between April 24 and July 1, inclusive, the following is the result: Henry Trippitt, of Montclair, N. J., being the winner, with 117 to his credit. The following list contains only those who sent in 20 or more:

Mr. John B. Ayers, Morristown, N. J.	22
" Douglas Broadwell, Dover, N. J.	22
" E. V. Connet, Jr., S. Orange, N. J.	22
" M. B. Rudderow, Merchantville, N. J.	26
" John Salisbury, Jr., Arlington, N. J.	24
" Henry Trippitt, Montclair, N. J.	117
" C. F. Adams, Hackensack, N. J.	79
" Wm. S. Ichman, Trenton, N. J.	79

THE new '26 Road Book of the New Jersey Division has, so far as is known, been mailed to every member of the division who is entitled to one. If there are any members who have not received their books, if they notify the secretary, same will be promptly attended to. In writing to the secretary's office do not forget to state your League number.

Work has already been started on the new road book for next year, and it is hoped at least one hundred additional routes in New Jersey can be included in the next book. Every member of the division is earnestly requested to examine the '26 book carefully, and if there are any errors kindly notify the secretary and also to send any routes in there locality that will be of service to wheelmen and that are not included in the '26 edition of the book. Examine the maps carefully, and if there are any routes left out, or any changes to be made in their condition make a note of it and let the secretary hear from you.

The maps in the next book issued will undoubtedly be of a new design, and it is particularly essential that they should be correct.

So many letters congratulating the Road Book committee of the New Jersey Division, on the condition of the new book, have been received at this office that it is impossible to acknowledge receipt of all. For the committee and for the division I wish to thank all for their kind and favorable mention of the book, and trust it will be of valuable assistance to all.

JAMES C. TATTERSALL, Sec.-Treas.

July 3, 1896.

MISSISSIPPI.

I have this day made the appointment of the following local consuls of the L. A. W. in their respective cities:

Jackson,	Walter A. Buck
Mont Helena,	Geo. C. Harris
Aberdeen,	Jas. E. Ware
Canton,	W. L. Roberts
Natchez,	Geo. W. Healy
Ocean Springs,	H. F. Halstead
Starkville,	Geo. S. Turner

It is possible that we will increase the membership in this State during this year, at any rate we are going to use our best endeavors for the good of the League.

D. S. WETTON, Chief Consul, Miss. Div., L. A. W.

VICKSBURG, MISS., June 25, 1896.

PENNSYLVANIA.

Additional Local Consuls.

Frankford, Philadelphia,	Horace W. Castor
Mt. Jewett, Pa.,	E. C. McMahon
McKees Rocks,	Wm. D. Spence
Langston,	A. T. Poffenberger
Tremont,	John Spitzer
Philadelphia,	Wm. A. Dick
Mechanicburg,	Weir B. Loyd
Hagerstown,	H. H. Wilford
Rochester, Pa.,	J. W. Doncaster
Ralston, Pa.,	F. P. Key
Philadelphia,	Elmer S. Little
Waynesburg,	J. M. Frensdorff
Philadelphia,	Frank C. Miller
Darlington,	C. A. Simonton
Glen Hazel,	I. E. Burt

TO OHIO MEMBERS.

Push along the good work of sending to W. C. Munro, 214 Grand street, Walnut Hill, Cincinnati, Ohio, for petitions for the erection of Guide Boards under the amendment to Section 4734. Revised Statutes of Ohio.

PAPERER G. REED, Chief Consul.

2,600—ILLINOIS—8,000.

To the Local Consuls and members of this Division:— You are requested to forward to me immediately the names of all non-League members in your respective localities.

This is desired for the purpose of sending them re-circulating literature at once. The Illinois division is now having a rapid growth, and by the united efforts of the local consuls and members, we shall reach our expected number of 5,000 by January 1st.

So do not delay in complying with my request.
Geo. D. LOCKE, Sec.-Treas.
JENNEVILLE, ILL., July 1, 1896.

GEORGIA.

The following have been appointed local consuls at points named.

Atlanta,	A. J. Halliwainger, Jr.
Marionetta,	Frank R. Reynolds
Savannah,	Harry Fricke
Savannah (Special),	Miss Mary Appleton
St. Simons Mills,	C. B. Gowen
Augusta,	Jno. P. Dill
Kome,	W. R. Moore
Darien,	F. F. Farrar
Dalton,	Arthur Konetako
Summersville,	C. H. Dunham

I hope that all members will do all in their power to aid their local consuls in the work of building up a division.

Let all work for two hundred members in the next ninety days. By a little work can get them so.

M. J. HIRSH, Chief Consul.

July 8, 1896.

LOUISIANA.

Chief Consul Harry H. Hodgson has this day appointed the following local consuls for the State of Louisiana:—

Baton Rouge,	Louis Ricard
Lafayette,	H. B. Spencer
Lake Arthur,	F. E. Grand
Monroe,	Frank Bahi
Monroe,	G. W. Young
Scott,	J. J. Lowrey
Slaughter,	N. F. Broussard
Shreveport,	P. W. Appleby
Shreveport,	J. G. Tomkins

July 3, 1896.

H. H. HODGSON, Chief Consul.

RHODE ISLAND—HOTELS.

The following are League Hotels in this State:
Appanag Appanag Hotel. Rates: meals and lodging, 40 cents each; per day, \$1.00.
Narragansett Hotel. Chandler House. Rates: breakfast, supper and lodging, 50 cents each; dinner 75 cents; per day, \$2.00.

Newport Ambrose House. Rates: meals, 40 cents each; lodging, 60 cents; supper, lodging and breakfast, \$1.25; per day, \$1.50.

Provincetown Griff's Hotel. Rates: meals and lodging, 40 cents each; per day, \$1.50.

Warren Guffy Hotel. Rates: meals and lodging, 40 cents each; per day, \$1.50.

Woonsocket St. James Hotel. Rates: meals, 45 cents each; lodging, 50 cents; supper, lodging and breakfast, \$1.80; per day, \$2.25.

D. L. COOKE, Chief Consul.

PROVIDENCE, R. I., July 1, 1896.

RENEWAL LIST NO. 8.

Including renewals from June 20 to July 1 inclusive.

Alabama	1	Nevada	11
Arizona	12	New Hampshire	11
Arkansas	215	New Jersey	11
Colorado	30	New Mexico	666
Connecticut	1	North Carolina	20
Delaware	1	North Dakota	59
District Columbia	7	Ohio	185
Florida	1	Pennsylvania	13
Georgia	75	Rhode Island	3
Illinois	215	South Carolina	14
Indiana	4	South Dakota	1
Iowa	2	Tennessee	127
Kansas	6	Texas	9
Louisiana	16	Utah	23
Maine	7	Vermont	23
Maryland	65	Virginia	3
Massachusetts	215	Washington	1
Michigan	23	West Virginia	2
Minnesota	12	Wisconsin	47
Mississippi	1	Wyoming	1798
Missouri	58		
Montana	1		
Nebraska	13		

STOP THIEF—\$30.00 REWARD.

Stolen from J. A. Dygert, Webster City, Iowa, July 11, Sterling Bicycle, No. 312, fitted with Palmer tires. Good condition; in use three months.

Thirty dollars reward will be paid by the Iowa Division for information leading to the arrest and conviction of the thief or thieves.

A. C. MILLER, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article 111 of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but each protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, July 17, 1896.

Total, 1,234—60,334.

Over 121,000, COLORADO—14,666.

Delta W. C.

381 Russell, Howard, Delta

2 Durango W. C.

2 David, Joseph, box 266, Durango

3 Graden, O. B., box 106, "

G. J. W. C.

4 "Polley, May E., box 165, Grand Junction

Unattached, Aspen

5 Brown, Harry A., "

6 Whitmore, F. B., "

7 Carter, N. E., Castle Rock

8 Holcomb, Wallace, "

9 Norris, Charles L., "

380 Dennison, Bennett, Delta

1 Blahup, Ernest A., box 340, Colorado City

2 Heron, Frank, 118 E. Ninth St., "

Colorado Springs

3 "Benjamin, Mrs. Henry L., 320 Ilver-

lane St., "

4 Hartman, Frank C., box 75, Lake City

Over 121,000, CONNECTICUT, 32—1,200.

Bridgeport, W. C.

385 Foote, Perry A., 180 Warren St., Bridgeport

6 Stevens, E. B., 17 Wall St., "

Y. M. C. A. W.

7 Saxton, David A., 98 State St., "

H. W. C.

8 Kohn, A. W., box 437, Hartford

9 Reed, Geo. S., Manchester

400 Parker, B. N., 279 Cap. Ave., Hartford

Unattached, "

1 Blahup, Henry L., Avon

2 Blahup, Clinton B., "

3 Kilbourn, Howard E., 140 High St., Bristol

4 Longo, Atleto, "

5 Neustater, W. L., "

6 Silbeck, E. A., Greenwich

7 Mason, H. H., Lakeville

8 Roberts, Mrs. C., "

9 Bradley, E. B., Lima Rock

410 Fenton, I. R., "

1 Clark, Chas. P., 106 School St., Norwalk

2 Witter, Wm. M. D., 196 Central Ave., "

3 Clark, Albert, Sharon

4 Deming, E. Augustus, "

5 tinkley, Joseph J., "

6 "Main, Mrs. Charles H., "

7 Mulcaut, Julia C., "

8 "Martin, Miss M., 1 St. John's Park, Stamford

9 Brady, Elmer E., 17 Pleasant St., "

420 Judson, John E., box 339, Stratford

1 "Judson, Florence, box 339, "

2 Brothwell, H. G., 227 Prospect St., Torrington

3 Christensen, T. A., box 272, "

4 Horne, Wm. T., Wallingford

5 Wilcox, Edwin R., Comp. Road, Westport

6 Varior, J. S., box 1045, W. Woodstock

Over 121,000, DISTRICT OF COLUMBIA, 4—170.

127 Army, Lieut. A. C., 1019 Vermont Ave., Washington

8 Davis, Bancroft, Jr., (P. O. Newbury, "

R. L.), "

9 Lamont, Horace, 1123 13th St., "

420 Marple, E. L., 112 N. Y. Ave., "

Over 121,000, GEORGIA, 4—36.

431 Byrd, F. L., 38 Peachtree, Atlanta

2 Maury, Charles F., Queens Bn. Co., "

3 "Belle, Edw., 42 Peachtree, "

4 Williams, S. C., Jr., 185 Forest Ave., "

Over 121,000, ILLINOIS, 40—2,070.

A. C.

425 Elm, Elmer, Aurora

6 Lucas, J. P., W. C.

7 Haulon, Wm. S., 151 Fullerton ave., Chicago

8 Scarritt, Charles E., 772 W. Monroe, "

- 2 Jennings, M. L., box 70, " "
 3 Mallory, J. S., 432 1/2 Broadway, " "
 4 Millman, Wm. R., " "
 5 Tarrant, Wm. P., 13 Maple ave., " "
 6 Wilson, W. Morse, box 657, Schenectady
 7 Drake, Mrs. Phoebe S., So. Greenfield
 8 Ware, L. Standish, box 660, Springfield
 9 Weaver, Beverly, 208 Green, Syracuse
 20 Dorion, Malcolm, 208 Green, " "
 1 "Hamilton, Margaret A., 1006 S. Sal-
 las st., " "
 2 Karsna, Robert M., Jr., box 203, Tarrytown
 3 Wyatt, John, Tuxedo Park
 4 Gravett, Dr. E. J., 261 2d, Troy
 5 Van Dyke, Orson, 31 Betham, Utica
 6 Benedict, Wm. H., 100 Union, Warrens
 7 Coe, Frank H. M. D., " "
 8 Felton, George H., 2 A. Curtis, Watertown
 9 Greer, Mrs. Archie, 6 Maine Block, " "
 240 Parsons, Charles B., 76 State st., " "
 1 Johnson, Storor M., 1843 3d ave., Watervliet
 2 Tompkins, Charles M., box 1416, Wellsville
 3 Shipman, Rev. Horbert, West Point
 4 Reed, John A., box 124, White Plains
 5 Schakel, J. D., 2 Gatty, eq., Yonkers
 Over 122,000, NORTH CALIFORNIA,
 23, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

8 Yerger, Chas. W., 645 N. 35th st., ..	2 Rieher, Ralph R., ..	570 Harry Preston, Duncan R. Darris, Nashvill
9 Trout, Wethell P., 2406 Master st., ..	3 Bryant, W. Harold, box 476, ..	1 Battorf, Porter C., 217 No. College, ..
480 Billquist, T. E., 341 6th ave., ..	1 Riverside W., ..	2 Cummins, Fred T., 323 Broad st., ..
1 Dighy, Perry G., Law Library Ct. House, ..	4 Beamer, J. E., 637 8th st., ..	3 Calloutto, C., 317 No. College st., ..
2 Davison, Neville C., 4014 Fifth ave., ..	5 Burbeck, E. M., box 90, ..	4 Gilbert, Chas. N., 322 Broad, ..
3 Kiefer, Louis C., 317 Cedar st., ..	6 Collier, D. C., Jr., 1118 Cedar st., ..	5 Hotchkins, Marshall, 360 No. College st., ..
4 McKelley, John H., Negley & McNelly, ..	7 Croughan, Herbert A., 902 4th st., ..	6 Metcalfe, Walter C., 527 Church st., ..
5 Wheeler, C. V., Westinghouse Bldg., ..	8 Hickman, E. C., Cuyamaca st., ..	7 Smith, W. W., J. H. Fall & Co., ..
6 Jones, E. A., 830 Liberty st., ..	9 McConkey, Dr. T. G., Ninth & D sts., ..	Over 122,000, UTAH, 6-152, ..
7 Lawton, J. O., E. 2100 Wylie ave., ..	320 Jefferson, F. D., 1050 10th st., ..	8 W. C., ..
8 Lewenstein, Sol., Central Stock Y'da., ..	The Spinners, ..	575 Bennett, H. H., Argus Office, Salt Lake C.
9 Newlon, W. G., 918 Vickroy st., ..	1 "Anderson, Laura B., Lawyers' Block, ..	0 Brone, M. A., 240 State st., ..
480 Schultz, M. A., ..	2 "Alling, Florence, 930 10th st., ..	Unattached, ..
1 "Haer, Miss A., Laura, ..	3 Patton, Madge, 1128 9th st., ..	580 Gallacher, R., 525 East 7th St. st., ..
2 Smith, G. McCl., box 14, ..	4 "Waterman, Anna M., Hotel Josephine, ..	5 Harle, Frank, ..
3 Meyer, Harry W. (P. O. Athens, Ohio), ..	Unattached, ..	2 Robertson, C. L., box 1135, ..
4 Weisenbue, R. R., 513 Webster ave., ..	5 Eastman, Emery J., ..	3 Offer, Frank H., box 1234, ..
5 Briggs, A. B., 1100 N. Main ave., ..	6 Barlen, Edw. K., 150 N. Spring st., ..	Over 122,000, VERMONT, 4-498, ..
6 Patch, Joseph E., Muncy ave. & Larch ..	7 Conklin, Elmer H., 139 S. Treman st., ..	Unattached, ..
7 Widmayer, Fred H., Traders Nat'l B'k., ..	8 St. John L., Bonham Block, ..	584 Page, Chas. S., box 277, ..
8 Russell, J. O., lock 82, ..	9 Kirk, A. W., box 85, ..	5 Rublee, C. M., ..
9 Bostwell, Jr. J. O., ..	540 Stupler, R. M., lock 215, San Bernardino	6 Young, Ernest E., ..
500 Adelberger, Frank, box 230, ..	1 "Bridgman, Irene, ..	7 Sanctuary, A. F., lock 242, Essex Junction
1 Stephens, T., Barclay, ..	2 Holden, D. S., 811 Irving ave., ..	Over 122,000, VIRGINIA, 4-118, ..
2 Robb, C. J., ..	3 Luscombe, Dr. Chas. E., 2d & F. st., ..	Unattached, ..
3 Robb, L. S., ..	4 Burns, E. B., ..	588 Smiley, W. K., box 254, ..
4 "Humphreys, Mrs. Jane T., 143 E. ..	Over 122,000, SOUTH CAROLINA, 1- ..	9 Taylor, J. Saunders, 94 York st., ..
5 Marshall st., ..	20, ..	500 Tronator, J. M., 46 Holt st., ..
6 Brown, Chas. T., 317 So. Walnut, ..	Unattached, ..	1 Tignor, J. C., 1312 Main st., ..
7 Oler, Frank 3949 Melon ave., ..	545 Lipscomb, W. H., 1336 Main, ..	Over 122,000, WISCONSIN, 14-1444 ..
7 Wilson, Wm. E., 625 No. 35th st., ..	Over 122,000, TENNESSEE, 32-3414, ..	592 Plaid, Henry, ..
Over 122,000, RHODE ISLAND, 11- ..	N. A. C. W., ..	3 Giesch, Arthur E., 332 Harmon st., ..
820, ..	546 Barker, J. M., 805 So. Summer, Nashville	Unattached, ..
9 Powhattan C. C., ..	7 Berger, S. W., D. Loveman & Co., ..	4 Von Wald, Henry, ..
508 Minkler, Chas. E., Prescott Hall Road, ..	8 Buckle, Geo. F., N. C. & St. L. R. R., ..	5 Canby, F. K., ..
D White, Frank, 4 Evans st., ..	9 Buchanan, W. R., 317 No. College st., ..	6 Marden, Marvin, box 164, ..
Unattached, ..	350 Clark, Capt. J. Hadley, ..	7 Sharp, R. F., ..
510 Keyes, Austin H., ..	1 Isrele, Lewis R., 297 No. Spruce st., ..	8 Delaporte, Ed., ..
1 Nichols, Wm., Main st., ..	2 Gordon, James H., 24 Academy pl., ..	9 Cook, W. M., ..
2 Davis, C. H., ..	3 Hamilton, Joe P., 1156 Broad st., ..	680 Henry, Herbert A., ..
3 Annan, Arthur H., 812 N. Main st., ..	4 Jackson, Jno. H., Orr Jackson & Co., ..	1 Wyle, Dr. D. R., 134 Biddle st., ..
4 "Somner, Annie M., 370 Broad st., ..	5 Jewell, O. A., 317 No. College st., ..	2 "Wyle, Mrs. I. B., 134 Biddle st., ..
5 Welch, J. M., 107 Westminister st., ..	6 Kieck, C. H., 317 Hayes, ..	3 Clarke, Fred L., 218 3d st., ..
6 Goodreau, Geo., ..	7 Sawilo, Brevan W., Amer. Nat'l B'k., ..	Over 122,000, WYOMING, 9-43, ..
7 Babcock, F. H., ..	8 Nestor, Jno. A., 205 No. College st., ..	Unattached, ..
8 Gauvreau, Wilfred, 103 Main, ..	9 Robinson, T. H., Caspary Oil Co., ..	606 Condit, Fred T., box 112, ..
Over 122,000, SOUTH CALIFORNIA, ..	550 Bowen, Edw. P., 35 Carroll st., ..	7 Ensey, Geo. D., ..
240-380, ..	1 Biddle, Paul, 338 Public sq., ..	8 Foster, Eddy D., ..
510 Fuller, H. H., box 325, ..	2 Williams, B. S., 300 South High, ..	9 Head, J. Frank, ..
6 Perris Valley C., ..	Unattached, ..	1010 Nord, L. E., ..
520 Maxfield, Jno. D., box 274, ..	3 Baumann, Ed., 97 Charleston ave., Memphis	1 Lonsbough, E. K., ..
Y. M. C. A. W., ..	4 Herdin, B. F., 151 Wash. st., ..	2 Newell, M. A., ..
1 Kennedy, John G., box 202, ..	5 Harley, W. H., 14 Madison st., ..	3 Perel, J. A., box 208, ..
	6 McClen, Geo. B., 104 6th st., ..	4 Wright, W. D., ..
	7 "Richardson, Mrs. J. M., 531 Shelby, ..	NEW LEAGUE CLUBS, ..
	8 Richardson, J. M., 531 Shelby, ..	726 Tucson L. & W. Club, ..
	9 Williams, J. J., ..	727 Griggsville Bicycle Club, ..

Three of a Kind.

They pushed their tandem wheel along

At a rate they thought was clever;

They fairly flew, and the sun scorched, too,

And fanned 'em worse than an ever.

CARELESSNESS ON THE ROAD.

EDITOR L. A. W. BULLETIN:

While riding through the parks and principal thoroughfares of New York City a few days ago, I made a study of carelessness and ignorance of road rules exercised by cyclists.

Taking this point in view, I started out at a comfortable pace, and had it not been for the fact that I had full control of my wheel at every instant, I would have collided with other wheelmen seven times in two hours. These predicaments mostly always originate through carelessness and ignorance of road rules. One principal error always practised by riders is the belief that they are all alone on the road, changing their course and turning short without giving a signal or looking around. Every cyclist is compelled to carry a bell. Why not make use of it?

Some time ago, while making a trip through Staten Island, I rode over a very fine road of probably six feet in width. Suddenly another cyclist, pedalling more rapidly than I was, approached me from the rear, without giving a signal of any kind, passed directly alongside of me, so closely that our shoulders touched. At the time being, I was not prepared for so close a brush and consequently became nervous. Before we got very much further both collided, resulting in bruises, twisted handlebars and torn clothing. This accident was entirely unnecessary, had this scorcher taken a little precaution, rung his bell, and prepared me for his intention of passing me.

Why not adopt a code of signals? Many accidents would be avoided, bicycles kept in better order, expenses reduced and inconveniences abolished through a code of signals. No. 83,528.

NEW YORK CITY.

NEIGHBORS who have trouble over a garden and a scratching hen are "out on a fowl."

This line just fills this column.

QUERIES AND ANSWERS

No. 76,364: We know of no law except the one in New York State which would prevent any person from wearing an L. A. W. badge, barring the law of common propriety. League privileges should never be granted except on presentation of unexpired ticket; then the temptation for outsiders to wear the winged wheel is much less.

W. H. H.: We would be glad to devote a page of the *L. A. W. Bulletin* to the doings of the Salvation Army, as you suggest, but fear that it might induce the publishers of the *Har Cry* to take up the subject of theatre hats, or in some other way detract from the prestige which we now enjoy.

H. E., Germantown, Pa.: Many of the "Tours" sent in are not sufficiently well written. We are glad to print any communication which promises to interest any considerable portion of our readers.

T. R. F.: Sorry you don't like our poetry: for "Oh! kind sir," it is about all we have to offer you.

A. C. K., Buffalo:—A wash composed of equal parts of bay rum and witch hazel and a little arnica added is recommended as being good for tired muscles after a long ride. It is said to be a good cure for sprains. A good cool bath with a few drops of ammonia added will be found refreshing.

"WOBBLER," Reading, Pa.:—No, it is n't practical to make a bicycle which will turn only to the right; we wish it was.

TO NUMEROUS ENQUIRERS:—Yes, L. A. W. members may take their wheels into Canada without paying duty. See this paper, June 12th.

D. M. C., "Penn.":—"Thou hypocrite, first cast out the beam out of thine own eye; and then shalt thou see clearly to cast out the mote out of thy brother's eye." Matt. vii: 5.

FINICUS: You are wrong in saying Dr. Johnson declared "A man who will make a pun will not scruple to pick a pocket." Doc. did n't say it. John Dennis said something similar to the above, but we do not place much stress on the words of a man whose name is Dennis.

For of the pun it may be said
That those who really hate it,
Are those who have n't got the head
To happily create it.

WE CANNOT agree to pay attention to communications which are not signed.

SIX STARS, New York:—Your kindly interest is appreciated. Life without your weekly communication would be one dreary dreadful drouth.

L. A. BARTHOLOMEW, 19 Niagara street, Buffalo, N. Y., wishes points on trip along Great South Bay from Brooklyn out.

WHEELMEN are warned not to coast the hills of Englewood, N. J., as there is a city ordinance prohibiting it.

SOME SMALL CHANGE.

GEORGE E. SCHREVER.

THE Two Dromios did not ride a tandem, for they went "hand in hand, not one before the other."

There's many a slip 'neath hub and hip on wet asphalt.

Your tandem companion should be your *steady* company if you would preserve your equilibrium.

"*Left Wheel!* March!" commanded a New York police justice. The scorcher left his bike as bail bond.

Lubri Kate is an easy girl to ride with.

A biker is *dashed* when he pilots his forks into the wrong fork of the road.

A bicyclist's cap is his head *gear*, and may, perhaps, stand in some relationship with the wheels within.

A cyclist dreads the punctures in the sprinkling cart as much as those in his own wheel.

NEW YORK.

COST OF JOINING.

PHILADELPHIA, Pa.
June 28, '96.

ABBOT BASSETT, Secy.

Dear Sir:—Guess I'll take another dollar's worth. Talk about big values, the League gives

VALUE RECEIVED.

more for a paltry dollar than you would buy in the open market for an unknown number of 'em. I give herewith relative cost and benefit. Yours truly,

GUS. WITTFIELD.

The New Columbia Medals and Bars

offered in our advertisement last week will be eagerly sought after by wheelmen. They will be a badge of merit, pure and simple, removing all suspicion of the rider's amateur standing. The rider of a Columbia in an amateur race is a pure amateur, so far as we are concerned.



STANDARD OF THE WORLD

make nearer certain the winning of a race. The Columbia price is worth paying for that reason.

\$100 TO ALL ALIKE

Every amateur rider who wins a race this season under L. A. W. sanction upon a Columbia bicycle is entitled to a medal for his first win and a bar for each subsequent win. The medals are nearly ready. We will print a picture shortly.

POPE MANUFACTURING CO.

General Offices and Factories, Hartford, Conn.

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Such is the superiority of Hartford Single-Tube Tires that many counterfeits have been attempted. Owing to superior quality of material, workmanship and construction, none have approached the genuine.

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There is but one original single-tube tire, all others follow.

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If Yours is Stolen while a Member of

THE AMERICAN WHEELMEN'S PROTECTIVE ASS'N

MARQUETTE BUILDING, CHICAGO.



L. A. W. Members' Special Rate, \$1.00

13,068 Bicycles Stolen in '95; 14,006 so far in '96

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ASTOR LENOX AND
TILDEN FOUNDATIONS

THE LAW·BULLETIN AND GOOD ROADS



Vol. XXIV.

Boston, July 24, 1896.

No. 4.



Good Mr. Farmer, fix the road.
So you can haul a bigger load
With half loads going, to and fro.
You're twice as far from town, you know.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.
Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 60,065. Digitized by Google

They're in the Lead for the

A. B. HUGHES AND THE DENVER BOYS,

ON JULY 4TH.

Hughes won the **Rambler** Paced Mile Race in 1:47 3-8, which leads up to date for the \$1,000 Rambler (offer No. 1). Hughes has now earned 3 "Two Minute" Souvenirs (offer No. 7). This also leads for the "Two Minute" Grand Souvenir (offer No. 10). The Denver race-meet promoters also lead for the \$500 in gold (offer No. 3).

Hughes rode his **Rambler** of course.

ALSO, AT DENVER.

Gammon captured the 4-mile Colorado championship on a Rambler. Sager won one first, and one second on his Rambler. In the Letter Carriers' race Ramblers took first and second places. In the Wooden's Road Race first and second also went to Ramblers.

Amateurs consider it an honor to win on wheels made by people who do not hire winners or racers. "It's in the running of 'em, not in the paint, that Ramblers lead."

Gormully & Jeffery Mfg. Co.

New England Branch,
174 Columbus Ave., Boston.

Foreign Branch,
Coventry, England.

Riding Academies

85 Madison Street, Chicago.
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697-645 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

\$1,000 **Rambler** Offer No. 1
\$500 IN GOLD Offer No. 2
"Two-Minute" Grand Souvenir Offer No. 10

**AT THE GREAT SOUTHERN ANNUAL,
Prince Wells' Cycle Derby, July 4th,**

Hubert Seaton, on a **Rambler** won first time, also special first time prize of the Y. M. C. A. Louis App won the one mile handicap and several thirds — same kind of winning wheel.

July 4th,

At Los Angeles, Santa Monica Road Race, first and second.
At Benton Harbor, Mich., 3 road races, first, second and third.
At Cuero, Texas, 3 firsts, 2 seconds, and 3 thirds.
At Mount Clemens, Mich., 7 events, 10 prizes on Ramblers, including 3 firsts, 3 seconds, 4 thirds, 4 fourths, all amateur.
At Yale, Mich., first in the 5 principal events, winning championship cup — all amateur.
At Alpena, Mich., 2 firsts, 1 second — all amateur.
At Dayton, O., 2 firsts, 1 second.
At Charlotte, Mich., 10 mile road-race, first time and first place.
At Falmouth, Mass., 2 firsts, amateur.
At Wayside Park, Mass., first and fourth, amateur.
At Meriden, Conn., 2 firsts, 3 fourths.

ALL ON RAMBLERS.

coming out from the leather seat, in which case it is probable that nothing short of dyeing the trousers to a light color will solve the trouble and make them wearable.

UTICA, N. Y.

JULES DOUX.

HE ISN'T A "SCORCHER."

EDITOR L. A. W. BULLETIN:

Will you allow the much maligned "hump-back" rider a word in defense. The common impression seems to be that the only object of a leaning position is speed — speed — speed.

My reasons for leaning forward somewhat, bending at the hips, are as follows:

First. It distributes my weight, part on the saddle, part on the pedals and part on the handles.

Second. It enables me by pushing on the handles to sit back against the cantle of the saddle, instead of having my weight upon the middle of the suspension top. I thus avoid perineal pressure.

Third. Resting part of my weight on my hands pushes my shoulders back and opens my chest. Sitting erect, reaching forward and pulling on the handles, does just the contrary.

Fourth. When I ride over an obstacle or a rough road, I can shift my weight from front to rear wheel at pleasure, or jump one wheel and then the other, over the obstruction. Sitting erect, each obstacle ridden over must raise the rear wheel and saddle, and the saddle must raise the man's whole weight, as a rigid mass. A heavy beam may safely be

hauled over a rough road, if it lie lengthwise of the wagon; but set it up on end and it won't take many bumps to send it through the bottom of the wagon.

Fifth. It is an advantage in cutting the wind, and it is easier to acquire and to use a correct ankle motion.

Sixth. Because I do not believe that the leaning position prevents one seeing as far ahead as any one else can see, or that it leaves "mind and body a wreck," as stated in a recent BULLETIN by No. 85,109.

W. B. SIMPSON, No. 15,322.

HUNTINGDON, PA.

ASSISTANCE UP HILL.

EDITOR L. A. W. BULLETIN:

I have found that by taking hold of the person to be helped, well up on the arm, great assistance can be given. Don't hold the arm too tight or pull rider around. Keep a little back and push rather than pull. This will not be found very tiring and will greatly help the tired party to become rested. I have employed this method very often and have always found it worked well.

No. 86,819.

ADVANTAGES OF CYCLE PATHS.

EDITOR L. A. W. BULLETIN:

Incidentally I want to add a chapter to the claims of a cycle path as being superior to the best roads under certain conditions. Am especially

Whose Fault?

Yours, sir, — for when your damaged Standard Cyclometer reached us, *your name* was not on the wrapper of the package, consequently we could not identify your property; and there was delay until we could ascertain the name of the sender. Otherwise, the exchanged Cyclometer would have gone to you by return mail.

Don't be careless about this little matter. *Write your name on the wrapper of the package*, thereby hasten the sending of the exchanged Cyclometer, and so insure your own peace of mind, and add to the joy of our shipping clerk.

New York Standard Watch Co.

prompted to say it from what our Enthusier, I. B. Potter, says in L. A. W. BULLETIN of July 10.

Here in the vicinity of Utica, N. Y., we have twenty miles, more or less, of cycle paths that are in reasonably good condition, and if for no other reason than, during or after a rain storm, the cycle paths are free from mud they are worth all the trouble we were put to making them. No matter how heavy the rain is, and no matter how muddy the excellent macadam roads are, our cycle path is always rideable, and is in many respects superior to the asphalt pavement during or right after a shower.

For several hours after a storm the best country roads are too slippery for safety.

We will stick to the cycle path until the L. A. W. evolves something better. Let's hasten the day.

Yours for Good Roads,

UTICA, N. Y.

JULES DOUX, No. 84,511.

CANADA'S LEFT-HANDED RULE.

EDITOR L. A. W. BULLETIN:

Please warn tourists to Nova Scotia to bring their L. A. W. tickets and thus save depositing \$30 on each wheel; also that the rule of the road is "*Keep to the left*" and not to the right as in your States.

HALIFAX, N. S.

No. 1,615.

She does not till the earth, and yet
The washerwoman's toil
Somehow enables her to get
Her living from the soil.

...NATIONAL... MEET L.A.W

AT LOUISVILLE, KY.

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THREE DAYS' RACES — \$3,000 IN PRIZES
REDUCED RAILROAD RATES
ROYAL KENTUCKY ENTERTAINMENT

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'98 MEET CLUB,

Room 1, Board of Trade Bldg., Louisville, Ky.

A BOY'S VACATION.

LITTLE Tommy Doodle and his mother spent a week At Gran'pa Doodle's farm, where Tommy tumbled in the creek

And got his lungs so full of wet he could n't get his breath 'Till poor old Gran'ma Doodle had been frightened 'most to death.

He ate some poison berries that he found along the lane : It took a doctor half the night to soothe away the pain. He tried to ride a "kicky" colt — a risky thing to do — 'Twas quite a little while before they really brought him to.

He stuck a stick into a hive of bees — oh, sorry day ! He could n't see a thing until the swelling went away. He teased the goat to see if it was cross as he had heard : They had to work with him awhile before he spoke a word.

And then he climbed a cherry tree — just like a boy — and fell And broke his arm, and — sakes alive ! you ought 'a' heard him yell. His mother took him back to town to get a little rest, But Tommy says of all his life that week was far the best.

The man with a cracked voice may have to let it fall too suddenly sometime.

The politicians who would have Success to come and court them, Must, like the dago and the monk, have an organ to support them.

DON'T run around in the wet too long trying to find out where you can buy an umbrella the cheapest.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00

" " Special Club Rate, to League Members only25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

JULY 24, 1896.

HOW DOES THIS STRIKE YOU?

The believer in a protective tariff naturally takes a Republican newspaper, and presumably finds just the sort of printed inspiration suited to his tastes. It doesn't occur to him to read a Democratic paper and learn what may be said in favor of free trade; (*i. e.*, assuming that the Democratic party believed in free trade, which is not yet settled). A few people read both sides — a very few; but the above describes the average Republican; change ends with it, and it describes the average Democrat.

The devout Presbyterian wouldn't be likely to attend one of Ingersoll's lectures, however sure he might feel that "the truth crushed to earth would rise again."

You couldn't succeed in inducing any considerable number of bartenders to "sit out" a prohibition rally, any more than you could get a sincere teetotaler to spend his leisure time in a saloon.

Our tendency, at any given time, is to assume that we are on the right track, and to resent any suggestions to the contrary. (In writing, "our tendency," the editorial plural, is not meant, but rather all mankind; for no one could edit the *L. A. W. BULLETIN* regularly without feeling *perfectly sure* that he *wasn't* on the right track.) The desire for information as evinced by man, seems to call for only such additional facts as will tend to strengthen the belief he already has, rather than any evidence which might prove him in error.

The orator, the writer, the preacher, each after his own fashion, grows eloquently eulogistic over the fact that, "truth is mighty and will prevail;" but

Total number printed this week, . . . **62,500**
Sent to paid Subscribers, **60,065**
Samples to Advertisers, Exchanges, etc., **2,435**

he always (*i. e.*, "most always,") leaves out the equally important part of it, which if said would sound like this: "truth is mighty (this truth ~~that~~ I'm telling you is), and it will prevail if our side can make it."

The editor whose work lies in the direction of proving that the opposite political party is rotten to the core, and that "his folks" are made of nothing but the finest grade of clay, has only to keep far enough to one side to gather a class of readers who think exactly as he does. Then, if he keeps saying mean things about the opposing candidate, and lauding to the skies the nominee of his own party, he can count on pleasing a certain class of people, and feel equally sure that but few others will ever see what he writes.

The League of American Wheelmen is made up of members from every conceivable class of people. These people represent every known shade of social, political, religious and industrial growth. They have their being in every corner of civilized America. In order to suit them in other matters, hundreds of different publications are necessary. We come together on the common ground of road improvement and wheelmen's rights.

The only regular, tangible evidence which takes in all at once, and shows to all at once, that they belong, and owe allegiance to a common cause, is this little weekly paper, the *L. A. W. BULLETIN*. Many big things are done, and great work is progressing in all quarters, but it is necessary that somebody should "beat time" so that all may know that the ranks are unbroken, and that the marching is uniform.

A publication can be made and devoted strictly to the subject of road improvement, and probably not offend the nostrils of a single member among our sixty thousand; in fact, it *has* been done, at a *loss* of over six thousand dollars per annum.

A paper could be published devoted strictly to the rights of wheelmen, but how many would read it; and, if few read it, who would advertise in it?

A paper which treats of both those subjects, and nothing else, would be read by a very select few; but in order to hold the attention of sixty thousand people of such varied tastes, likes, dislikes, and prejudices of all kinds, it is necessary to touch more or less upon all the strings of the human harp, and in doing so discords are apt to be heard at times, even though they be scarcely audible amid the splendid symphony of satisfied subscribers.

If we happen to tread on your choicest corn, just remember that we didn't mean to, and that the very thing that touched your vital spot may have tickled some other fellow "most to death." And also, don't forget that if the *L. A. W. BULLETIN* always agreed with everybody there would be little in it to interest anybody.



We Could

make a bicycle for less money than we do, but it would not be as good a bicycle as we now make. A bicycle that cost less would lack some of the features which have made New Clippers famous wherever sold and ridden. We can reduce the cost of our **cheapest** bicycle just \$5.72 by using cheaper tires, rims, chain, pedals, tools, tool bag, saddle, handle bars and grips, and still realize the same profit on the smaller investment. Some makers do this and then refer the rider to makers of these parts when **such** parts are found defective, as most of them prove to be inside one year. Clipper bicycles are made of the best material and the best labor that an organized experience of seven years' careful study is capable of turning out. The spiral name plate tells you the wheel; any Clipper dealer will tell you the price.

◆◆◆◆

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.



AMERICA

"T"
"R"
"U"
"S"
"S"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL

OH, WHAT A DIFFERENCE!

If pious old St. Peter, who most vigorously taught That man should be a real tin god and women simply naught, And that the wife should hold her tongue and scarcely breathe until

It seemed the proper caper to her lord and master's will,— We feel if he were with us 'mid the fashions of today, The chances are "sixteen to one" he would n't care to stay. He would n't dare to try to steal through any street in town. For fear the bloomer women on their wheels would run him down.

"WHAT'S THE RECORD?"

This question is sometimes fired at us by non-cycling friends with about the same degree of thoughtlessness with which in the same breath they ask, "Is it hot enough for you?" The question, simple as it looks, is one which has caused many a strong man to hesitate ere he tried to answer it. Performances of riders of the wheel are recorded from one hundred yards up to twenty-two thousand miles, a complete list of which would occupy several pages of the *I. A. W. Bulletin*, but to seemingly come down to a simple proposition, let us say, "What is the record for one mile?" Looks easy, does n't it? Well, here is the answer as it stood May first:

One mile, professional, flying start, paced, 1.39 1-5, made by W. W. Hamilton at Coronado, March 2, '96.

One mile, professional, flying start, unpaced, 2.00 2-5, made by W. C. Sanger at Denver, Nov. 16, '95.

One mile, professional, standing start, paced,

1.50 1-5, by John S. Johnson at Louisville, Nov. 7, '95.

One mile, professional, standing start, in competition, 1.53 2-5, by Otto Zeigler at Louisville, Nov. 12, '95.

One mile, professional, flying start, paced, in competition, 1.41 4-5, C. S. Wells at Coronado, on Feb. 15, '96.

One mile, professional, flying start, unpaced, in competition, 2.07 1-5, W. C. Sanger at Springfield, Sept. 12, '94.

One mile, professional, standing start, paced, in competition, 1.49 2-5, by H. E. McCrea, Coronado, Feb. 4, '96.

One mile, amateur, flying start, paced, 1.52 3-5, by A. W. Porter at Waltham, Oct. 20, '94.

One mile, amateur, flying start, unpaced, 2.05 1-5, by Harry C. Clark at Denver, Oct. 17, '95.

One mile, amateur, standing start, paced, 1.58 1-5, by A. W. Porter at Waltham, on Nov. 2, '94.

One mile, amateur, standing start, unpaced, 2.19 4-5, J. D. Park at Denver, on Nov. 26, '94.

One mile, amateur, standing start, in competition, 2.02 4-5, by C. C. Collins at Denver, Oct. 17, '95.

The above may give the reader some idea of "What's the record?" In order to get all of the records for one mile, multiply the above by inserting the word "tandem" in each statement, then "triplet," also "quadruplet" and — but "let us not anticipate," as the novelists say; perhaps what we have given will do for this time.



Sterling Cycle Works

274-276-278 WABASH AVE.
... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Cales,
302 Broadway, New York.

A PLEASING INSCRIPTION.

The average epitaph is quite
A sorry thing to see,
But now and then I get a sight
Of one that tickles me.
I like a stone on which I note
That very best of jokes—
"Here lies the chump who rocked the boat
To scare the other folks."

IF YOU WANT INFORMATION

Of any sort, and if at the same time you happen to be a League member, we will help you out, *if possible*.

We have just adopted a system of filing and indexing important knowledge which wheelmen are apt to want. It will never be completed, since we shall add to it constantly.

Are you interested in guide boards? We have copies of the Massachusetts statute relating to same, in printed form. You can have one for a stamp. If any better, or distinctly different statute comes to our notice we will print it.

Does your town stand in need of an ordinance to prevent the throwing into the streets of rubbish, or anything which could injure pneumatic tires, or the feet of children or animals? We have an approved form which it might be well for you to see. Send a stamp.

Are you going to Canada? You may take your wheel without paying duty *if you are an L. A. W. member*. Full particulars for a stamp.

Would you like to have your State pass laws which would solve the road problem, and get it started on the right basis so as to see grand results? We have in the form of an eight page tract, the law under which Massachusetts is at present leading all States in first-class road construction. You are welcome to a copy for a stamp.

Would you like to have the text of the famous Armstrong Bill, which became a law in New York last winter? We have it in type, and a stamp does the business.

Other laws are to be printed. We are working on a sidepath pamphlet. We also expect to issue this fall a book on recruiting, showing what has been done in the different States, and telling lots of reasons why wheelmen should join. The hardest questions to answer, and those most commonly asked, are regarding routes for tours. We are often asked to give a route from one place to another, together with a lot of data as to hotels, etc., which would take a dollar's worth of time to look up, and the questioner in many cases does not even enclose a stamp. We are glad to furnish such data when possible; but the fact that we live in Boston, and have little time to spare, makes it rather difficult for us to give an intelligent opinion as to the condition of roads in other States, especially those which don't happen to have road books.

If you want information about routes, it is better to obtain road books of the States to be passed through. These may be obtained by addressing

Highest
Grade



Highest
Price

Good pedals are expensive to make.
Cheap pedals are expensive to buy.
Not the initial cost, but the aftermath.



BE WISE . . . Ask for



Record
Pedals



When selecting a bicycle. They cost more,—but—



Record Pedal Mfg. Co.,

243 Columbus Ave.,
Boston, Mass.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

CATALOGUE TELLS ALL ABOUT
OUR QUICK-REPAIR TIRE — OUR
STANDARD FOR 1896.



FULLY INFLATE BEFORE INSERTING REPAIR TOOL

MORGAN & WRIGHT
CHICAGO

the secretary of each division. The names and addresses are printed every week in the *L. A. W. BULLETIN*. Road books are usually sold at a discount to League members in other States.

Any questions which are likely to be of interest to a considerable number of readers will be answered, if practicable, in the *L. A. W. BULLETIN*. If of interest only to the questioner, or if, for any reason, a communication through the mail is necessary, a stamp must be enclosed.

We cannot undertake to answer questions for non-members. Give your number; also your full name and address.

TO PREVENT RUST.

If you can't get any of the preparations advertised in the *L. A. W. BULLETIN*, use vaseline. Rub it thoroughly over the metal, and if you are to continue to use the protected parts (we assume that it is a bicycle), you may rub off the vaseline at once with a soft cloth, and there will be left a slightly greasy surface which will protect from rust for some time.

If the machine is to be left unused for a week or two it is well to leave it with a light smear of vaseline over all the bright parts.

THE pneumatic tire is all that it is puffed up to be.

It's easier to look out for accidents than it is to find repair shops.

IS THE BICYCLE BAGGAGE?

I. R. Bettis, a well-known League man of St. Louis, has a suit pending against the Missouri Pacific R. R. Co., which, speaking after the manner of lawyers, is a request for a "mandamus." Being reduced to plain *L. A. W.* language, it means that he asks the court to order the railroad company to carry bicycles as baggage, a thing which it now refuses to do. The argument, as prepared by Rowell & Ferriss and J. H. Lumbalen of St. Louis, is very interesting reading, but cannot be given here in full owing to its extreme length. The following extracts will give the reader a fair idea of it:

The first question taken up is whether or not a bicycle is baggage according to the legal definition. The first definition cited is that of Chief Justice Cockburn of England, and is as follows:

"We hold the true rule to be that whatever the passenger takes with him for his personal use or convenience, according to the habits or wants of the peculiar class to which he belongs, either with reference to the immediate necessities or to the ultimate purpose of the journey, must be considered as personal luggage. This would include not only all articles of apparel, whether for use or ornament, but also the gun case or fishing apparatus of the sportsman, the easel of the artist on a sketching tour or the books of the student, and other articles of an analogous character, the use of which is personal to the traveler."

The brief then proceeds:

"Under the facts and circumstances stated in the petition a bicycle clearly meets all the requirements of the foregoing definition. The bicycle was sought to be taken by the relator for his own personal use and convenience. The habits and wants of the relator occasioned the necessity for carry-

THAT BICYCLISTS CONSIDER

Single-Tube Tires the Best

Is shown by the more than **Quadrupled Increase of Sales of Single-Tube Tires** in the United States during the past two years.

The following named reliable firms and companies only are licensed to manufacture **Single-Tube Tires** under the Tillinghast patents:

THE BOSTON WOVEN HOSE AND RUBBER CO.
THE REVERE RUBBER CO.
THE NEW YORK BELTING AND PACKING CO., Ltd.
THE POPE MANUFACTURING CO.
THE NEWTON RUBBER WORKS.
THE DIAMOND RUBBER CO.
THE B. F. GOODRICH CO.
THE NEW YORK TIRE CO.
THE HARTFORD RUBBER WORKS CO.

THE MECHANICAL RUBBER CO., of Chicago.
THE HODGMAN RUBBER CO.
THE PEORIA RUBBER AND MFG. CO.
THE INDIANA RUBBER AND INSULATED WIRE CO.
THE KOKOMO RUBBER CO.
THE MECHANICAL RUBBER CO., of Cleveland.
THE HARTFORD CYCLE CO.
THE IDEAL RUBBER CO.
THE SPAULDING & PEPPER CO.

All Single-Tube Tires made by other manufacturers are infringements.

SUITS have been brought against infringers in every United States Circuit.

ing the bicycle with him for his own personal use and convenience for purposes of recreation, pleasure and locomotion.

"These habits and wants of the relator with respect to the purpose of carrying a bicycle are the same as those of the whole class of wheelmen or bicycle riders to which he belongs. The relator in common with wheelmen generally, is in the habit of making railroad journeys for the purpose of carrying him to some favorable point from which he may proceed to use his bicycle for recreation, pleasure, etc., and the ultimate purpose of such journeys is for the aforesaid use of the wheel."

After citing a number of authorities, as well as somewhat analogous cases in which the decision was in favor of the plaintiff, the brief proceeds as follows:

"It appears from the relator's petition that he belongs to the class of wheelmen or bicycle riders; that it is usual and customary for the relator and wheelmen generally to take their bicycles on railroad trains for use at the end of the journey and to make trips on the railroads, taking their wheels with them for the sole purpose of using them at the point of destination for health, recreation and locomotion. These allegations of the petition bring relator's bicycle squarely within the authorities above cited, and as it is further alleged that relator had no baggage but his bicycle, and that it is within the statutory limit as to weight, we submit there is no escape from the conclusion that relator's bicycle is baggage under said authorities, which the respondent is bound to carry without extra compensation therefor.

"A bicycle is not more bulky and will occupy no more room than an ordinary Saratoga trunk, and hence does not exceed the limits of reason in that respect.

"The court must bear in mind that the question here is not whether a bicycle can be carried in an ordinary baggage car. That question has been answered in the affirmative by the roads themselves. We asserted in the argument, and it was not denied by the defendant, that defendant had carried bicycles in its baggage car free up to a recent date, and is

carrying them today in its baggage cars; and it further appears from the petition that it offered to carry the bicycle in question upon payment of the charge for extra baggage.

"The only question is whether the road is entitled to charge for carrying a bicycle in its baggage car, not whether there is any practical difficulty or even inconvenience in so doing. Two things appear clearly. One is that a bicycle is carried as personal baggage, and the other is that there is no practical difficulty in carrying it in the baggage car. If these two statements of fact are true a bicycle must be classed as ordinary baggage.

"In any event it must be borne in mind that our statute is mandatory. The charge for the ticket under the statute covers the cost of carrying baggage. The statute makes no distinction, makes no exceptions, and any article which is properly within the definition of ordinary baggage to the extent of one hundred pounds must be carried. The passenger paying for his ticket pays for this service. The court must enforce the statute without qualification."

Didn't Phaze Her.

SHE took a fearful header, still
It did not seem to shock 'er,
Nor scratch her face nor scar her wheel,
Nor even knickerbocker.

WILL YOU DO IT?

BICYCLE advertisers who are interested in the L. A. W. are in many cases adding a line to their advertisement in the local papers. The line reads: "Join the League of American Wheelmen."

THEY say Satan is very sly, but he can't get the best of the people. St. Peter gets those.

Good Roads— Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if he
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.



Coasting Contests

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires; they make the bicycle run easily.

Our Catalogue tells why. Send for it.

The Palmer Pneumatic Tire Company, Chicago

Quite Embarrassing.

Here's why we like the balmy days
That neither freeze nor stew,—
They so upset the chump who says
"Is it { cold | hot | enough for you?"

ROAD MAPS—ROAD BOOKS.

If you need any information concerning hotels, roads, clubs, etc., the proper course is to address either the chief consul or secretary-treasurer of the State concerning which the information is asked. If you contemplate a tour from one State into another, you may usually lay out your route from the road books of the two States. These books, when they exist at all, as they do in all the larger divisions, may be obtained from the secretary-treasurer of each State. The addresses of all such officers are published every week in this paper.

BICYCLE LAMPS IN BAGGAGE CARS.

While we believe that any carrier is, and should be, responsible for goods carried, there are in this "bicycles as baggage" question certain peculiar features.

It may be that a bicycle having attached a lamp and cyclometer can be and often is carried in a baggage car without injury; but these attachments increase the chances of injury. The lamp, especially if it contains oil, could not remain on a

wheel that was to be hung from the car ceiling, or placed up on its hind wheel against the wall.

The cause of the wheelmen who ask for the carriage of bicycles by the railroads is much injured by the fact that many riders ask too much of the railroad men, and often make unreasonable claims for damages. There is a growing tendency on the part of railroads to accommodate wheelmen. Let us meet it by being reasonable in our demands.

LEAGUE EMBLEMS FOR BICYCLES.

It is suggested that the L. A. W. furnish to its members copies of the winged wheel emblem in the form of decalcomanias or transfers, so that they might be easily applied to the enameled portion of a bicycle frame. This same process has been employed by some manufacturers in placing the name of the wheel on the front of its steering head tube.

Something in this line could be made which would be very artistic, and could be mailed to members for about four cents each.

Will any members who approve of this scheme please say so to the "L. A. W. Road Department," 12 Pearl street, Boston? and if sufficient interest is manifested, I will at once proceed to have the design prepared.

STERLING ELLIOTT,
Pres't L. A. W.

ONE trouble about borrowing trouble is that the ones you borrow it from have just as much as ever.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

**FALCON
BICYCLES**

Popular with all who appreciate
superiority in bicycle construction.



THE YOST MFG. CO.

New England Branch,

250 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night
With the "Search-Light"
— is a pleasure.

Send for
Circular No. 72.

THE 1896 **SEARCH LIGHT**

IS A WONDER

USED BY AND A GREAT FAVORITE WITH
Cyclists, Canoeists, Boat Clubs and Campers.

Very effective on Carriage Dashboards.
Price \$3.00 of all Dealers.

BWARE OF IMITATORS! Bear in mind that the 1896
"Search-Light" Lantern is
fully protected by patents which will be rigidly maintained
The "Search-Light" never follows — always leads.

BRIDGEPORT BRASS CO.
Bridgeport, Conn.

19 Murray St., New York, 85-87 Pearl St., Boston,
17 North 7th St., Philadelphia

WHAT TO TAKE FOR IT.

Secretary Bassett hands us a letter from a racing man who says he intends some time to join the L. A. W., and on the strength of that asks our "genial" co-laborer to tell him what to take for "shortness of breath." As we are expected to answer the question, we know of no better remedy than the one Mr. Bassett uses for a similar infirmity. He takes a street car.

STINGY WITH HIS OIL.

The secretary is asked to refuse membership to a certain man because he declined to give some oil to a tourist who came oilless to his gate. The reason given being that he "had no oil to give away."

It is suspected that he is a stockholder in the Standard Oil Co.

A REMARKABLE RIDE.

The century wheelmen of Philadelphia went out to take a ride a short time ago. Clubs have done that much before, but these riders rode a hundred miles inside of fourteen hours. Even that has been done, but the remarkable part was that of one hundred and ninety-seven riders who started, not one failed to cover the trip in the time specified. All were regular members of the club. Has this ever been equalled? Don't all speak at once.

THAT CHEST PROTECTOR

For horses, which was illustrated in the L. A. W. BULLETIN, June 5, turns out to be a great hit. It attracts a great deal of attention wherever used, and it is now being worn by hundreds of horses. It discourages the flies and at the same time advertises the L. A. W. in great shape. We send them for 15 cents each.

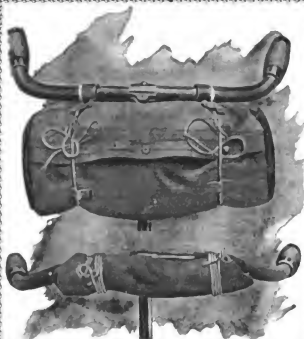
Circular, describing this and many other "helps" to recruiting, sent on application.

OIL THE JOINTS.

Treatment for the outer surface of the links of a chain should be some form of lubricant that has a "body" to it and which will not hold dust too easily; but the inner surface of the joints should not be forgotten, and for them oil should be used, taking care to apply to each rivet enough to fully cover the inner surface of link. This will require about two drops for each.

THE RAILROAD MEN LAUGHED.

A correspondent says he was charged, as he thinks unjustly, for the carriage of his bicycle just over the line of New York into New Jersey, and when he protested, the baggage man laughed. This, of course, made it doubly unpleasant for the wheelman; but he should remember that the baggage man's time to laugh is growing shorter every day, and should not grudge him that last little comfort.



The Ray Coat and Luggage Bag

Dual Proof, Water Proof, Snap Buttons, Patent Fastenings.
Sent by mail, to any address, on receipt of \$1.50.

GORMULLY & JEFFERY MFG. CO.
939-945 Eighth Avenue, New York.

WANTED

Catalogs, Price Lists
and Discounts on
Bicycle Sundries

of all descriptions.

GEORGE H. CLAPP,

P. O. Box 2950,

JOHANNESBURG .. SOUTH AFRICA.

(L. A. W. No. 37,439, Boston, Mass.)

THE FOUNDATIONS OF SORROW.

The works of art seem flat and stale,
All nature is a bore;
Existence is a sorry tale
And bitter to the core.
Gloom blasts the buds that hope would fetch,
And take it, all in all,
Life is a fizzle to a wretch
With shoes a size too small.

THE BICYCLE BALLOT.

The 20,000 wheelmen of Minneapolis and vicinity have

Resolved, That for the purpose of securing fair recognition of the interests of the large and increasing number of wheelmen in this city, and in order to secure good representative men in our State legislature and as members of our city council and park board, who appreciate the importance of good roads and streets, and who will, after election, work to secure them at the least cost to the city, it is advisable for the wheelmen of Minneapolis to organize and co-operate for the aforesaid purposes, and we do hereby approve of the movement for organization, now commenced, and will do all in our power to make it effective for the purposes above expressed.

Resolved, That we do hereby call upon every wheelman in this city to co-operate in this movement, and to use every legitimate means in his power to accomplish the purposes of the proposed organization and secure none but good representative business men in our city council and park board, and especially men who appreciate the needs of wheelmen and the difference between good and bad wagon roads and streets.

One of the best ways in which to do anything is to do it. The Minneapolis wheelmen are going at it in the right manner.

CAN THIS BE POSSIBLE?

I am heartily in favor of the movement for Good Roads. I rode from Indianapolis to Cincinnati on my wheel, not long since, and walked eighteen miles of the distance with my wheel on my back, and then I bumped over railroad ties for ten miles more. The mud was up to my ankles, and I would not like to have to answer for all I uttered against the roads (I have not been able to figure out where the name *roads* comes in) and the people who have the power to make them better.

No. 82,773.

HOW TO PREVENT RUTS.

DEAR SIR:—Volumes have been written about the ruts in country roads. Does any one seriously expect a driver to be public-spirited enough (at the expense of his horses) to drive over soft or rough ground when vehicles which have preceded him have partially hardened a narrow space? Guess not. He naturally makes his wheels track where it is easiest pulling, until the "rut" gets so deep that he *must* travel elsewhere. The only practical way to avoid ruts is to have the whole surface of the road hard, so that it will make no difference where the wheels run.

No. 88,619.

The wheelmen of Worcester, Mass., propose Samuel E. Winslow, for lieutenant-governor. Mr. Winslow is a member of the L. A. W., and a popular as well as an able man.

If you want a Wrench that is durable, and will not take the corners off the nuts on your bicycle, here it is!

HALL'S IMPROVED WRENCH FOR THE... BICYCLE

Nickel Plated (6 inch Size)
Weight, 6¼ oz.
Pat. March 13, 1904.

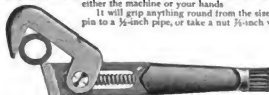


It is drop-forged from Tool Steel, assuring lightness, strength and durability.

It will grip a nickel-plated or polished nut without marring or crushing the corners.

You can use this Wrench so that the harder you pull, the tighter it will grip the nut, preventing the Wrench from flying off and damaging either the machine or your hands.

It will grip anything round from the size of a pin to a ½-inch pipe, or take a nut ½-inch wide.



This cut shows the Hall Bicycle Wrench, as used on tubing, and also how it may be applied on nuts, the corners of which have worn round. No other wrench will grip a nut so worn.

MANUFACTURED BY

SAMUEL HALL'S SON

No. 229 West 10th Street, New York City, U. S. A.

Sent by mail on receipt of price, . . . \$1.00

THE BICYCLISTS' ASSISTANT



TO BE
WORN
UNDER
COAT
OR
SWEATER.

Carpenter's Cyclists' Supporter and Brake.



For long distance riders; for fast riders; for climbing hills.
As a Brake, going down hill, a Perfect Success.
For sale everywhere, or by mail, 50c.
Extra fine silk for ladies, \$1.

MANUFACTURED BY

W. F. CUSHMAN & CO.

711 Boylston Street, Boston, Mass.

A KICK OR A COMPLIMENT: WHICH?

LOUISVILLE, July 14, 1896.

EDITOR L. A. W. BULLETIN:

Dear Sir:—Often and often I have noticed your offer in the L. A. W. BULLETIN to refund money to such subscribers as were not satisfied with the copies they received. And, do you know, I have often wondered whether any of them ever accepted your kind offer, and, if they did accept, whether you actually refunded or just pulled in the bluff and took down the sign. Of course I do not know about the copies received by other members of the L. A. W. who have achieved the happiness of a subscription along with their membership; but I have all along supposed that their copies were the same as those I received, because I am not possessed of any buoyant feeling of particular personal merit, however humble, that would lead you to go and get up a special copy for me every week just to appease and mollify any potential spirit of criticism I might possess. If my suspicion is true, and my copy is like all the others, I can't see what they have to kick about. I want to say very frankly that I consider the L. A. W. BULLETIN the very finest publication "devoted to highway improvement and other subjects of interest to wheelmen in general, and to the L. A. W. in particular," that I have ever seen. Nobody can even buy the back numbers I already have for the whole subscription price, not to speak of the back numbers

which I expect, in God's providence, to receive during the remainder of the year. I want just such a paper as yours for my guide, philosopher and friend. It is not easy to overestimate the importance of a bicycle paper that you may count upon with absolute certainty not to pester you with bicycle talk. Amidst the cranks that talk name plates, tires, gears, records, saddles, repair kits, and so forth, and the daily papers and weekly papers devoted to the exploitations of these subjects in a manner demonstrative of abounding ignorance of them, it is inexpressibly dear to a modest wheelman to know that he can escape it all by reading his official bicycle paper.

I have sometimes thought that the good you must do the cause of Good Roads by your scornful and dignified silence (illuminated by kodak pictures of sample mud holes) on the subject, will some day result in a revolution in the road business.

Now that the Meet is to be held at Louisville, and thousands of your readers are writing here and pestering people to death for information, and the cranks here are talking us blind on all occasions about it, I want you to feel that in my breast, at least, is a strong honest pulsation of deep gratitude to you for ignoring the whole subject and not worrying me with it in your columns.

When I open the L. A. W. BULLETIN I get a whiff of fresh air, fresh ideas—freshness generally. It is off the beaten track of newspapers—that is, off any track I ever heard of. The Theatre Hat



(Shows pelvis as it rests on the Christy saddle.)



(Shows pelvis as it rests on the ordinary saddle.)

**CHRISTY...
ANATOMICAL
SADDLE**

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, \$5.00.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.

Number simply cannot be beat. I believe if you would take up the domestic and social abuses, each in a special number, you would work miracles in morals. Say in this order:

The Mother-in-law.
Setting up the Winter Stove.
The Ice Cream Sign and the Busted Beau.
The Lover and the Dog.
Papa's Boot and Mayme's Young Man.
The Free Silver Craze.

Let those who want bicycle stuff go to the trade papers devoted to other subjects. You keep right on in your way. It's a h—l of a way, may be, to the brood of spinal meningitised scorchers that only want to eat, sleep, work and dream about wheels; but we of the higher intelligence are dead on to your intellectual curves, and we approve you and rapturously admire.

When my present subscription runs out please renew it for me. If my copy is not like the others, I will subscribe for two so as to get more of it.

Yours very truly,

No. 98,162.

P. S. — Show this to Nixon Waterman, and tell him that Ben King's ghost will get him if

he
don't
watch
out.

A good many hard words are said on tombstones.

Bicycling Goods...

For Men and Boys.

We append a list of some of the wonderfully low priced goods we sell, and which may safely be ordered by mail.

BICYCLING SHIRTS

BEST MADE AND PERFECT FITTING.

Cheviot Shirts, at 50, 75 cents, \$1.00 and \$1.50.
Madras Shirts, at 75 cents, \$1.00, \$1.50 and \$3.00.
Flannel Shirts, at \$1.50, \$2.00 and \$2.50.

Bicycling Caps, golf style, in plain and mixed cloths, at 25, 50, 75 cents and \$1.00.

Leather Belts, in every desirable style, at 25, 50, 75 cents and \$1.00.

The "Gentle" Belt, good leather, at 50 cents.

Men's Wool Sweaters, at \$1.00, \$1.50, \$2.00, \$2.50 and \$3.00.

Men's Wool Sweaters, with sailor collar, at \$1.50 and \$2.00.

Boys' Wool Sweaters, at 95 cents, \$1.50 and \$2.00.

Boys' Wool Sweaters, with sailor collar, at \$1.25 and \$1.75.

Golf Stockings, at 50, 75 cents, \$1.00, \$1.50 and \$2.00.

MONEY REFUNDED IF GOODS ARE NOT SATISFACTORY.

STRAWBRIDGE & CLOTHIER,

PHILADELPHIA.

WE SAY, AMEN!

The following we quote from the *War Cry*. We state for the benefit of those of our readers who may not be in a position to know, that the *War Cry* is the official organ of the Salvation Army.

Although all official organs resemble each other in a general way, there are several points of difference between the *War Cry* and the *L. A. W. BULLETIN*, one of which is that this paper does take advertising and wants all it can get.

"Ill-health means worry, impatience, irritability, incapacity for labor, indisposition for food, laziness, ill-temper, gradual decline and ultimate death.

"Good health produces corresponding opposites — contentment, patience, amiability, desire for work, good appetite, good temper, increasing strength and long life.

"There is nothing on earth so hateful as to live in the company of the possessor of an unhealthy soul. The constant application of a whole combination of treatments fail, and only add to the general irregularity.

"Prayer draughts, faith plasters, Bible and salves, applied both homoeopathically and allopathically; all the religious quack remedies of theories and ceremonials unite to leave the poor cantankerous soul in a worse plight; what is needed is perfect health."

A SINGER'S voice is no finer because it is strained a great deal.

MEASURE the worth of your wheel by the comfort it brings you, not by the number of miles you ride.

A SOBER man hates to be "held up" on his way home, but an intoxicated man must be.

EVANS' ALE

EVANS' ALE

EVANS' ALE

EVANS' ALE

EVANS' ALE

Riders and Repairers.


Tapering Rubber Plugs are the ideal tire menders — cannot slip or be punctured anew. Send five cent stamps for assorted samples. Manufactured only by
BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.

AN OLD STRAW HAT.

I was rolling along a good country road, at a ten-mile pace, when I saw in the path an old straw hat resting evenly on its tattered rim; the crown was high and battered, but still preserved its original outline.

I cannot stop to explain (perhaps I could not if I did) or to discuss the question, Why does the bicycle, or the riding of it, change a sedate and methodical man into a frisky and thoughtless boy? But it does — sometimes.

The moment I saw that hat, the impulse seized me to run it down — to crash into it and give the last blow to its ruin. As I approached I saw that the hat was like the one worn by Robin. Robin is my neighbor, and a good one, except when in that tattered straw hat, in the cool of the morning when the air is still, he sits under his back-yard pear tree and practises on the trombone. Therefore, I bore down hard on the pedals, put on more steam, and quickening my pace, soliloquizing, "I have you at last, Robin! Now you shall suffer for trombone torments inflicted upon an innocent and long-suffering people! I'll imagine your head is in that hat! Look out! Biff!"

When I realized what had happened, and took account of stock, I found myself on one side of the

Sleep...

Sound,
Refreshing,
Deep and
Undisturbed,
Results from
The Use of

Pabst.....
Malt Extract

The "Best" Tonic

SOURCE: 1904 WORLD'S FAIR

THE ART OF BREWING WAS DEVELOPED BY THE GERMANS

THE FINEST BEER IS FAMOUS PABST HAS MADE IT SO

road and the wheel on the other. The impact had thrown the hat to one side disclosing a heavy ironstone boulder. But no bones of rider or wheel were discovered,—for I ride a wheel of the kind that can do anything except climb a barbed wire fence, and possibly, it might do that, but I have not had the nerve to try it.

After I had added four square inches of court plaster to my shin bone and was preparing to continue my journey, I heard a giggle on the other side of the fence, and getting up to the fence with all speed, I saw three pairs of heels twinkling away into the meadow below. The little rascals! The boy impulse still impelled me, and I leaped the wall and pursued. Such a vandal act as placing ambushed obstruction in the highway must not pass unnoticed. The boys disappeared into a fringe of brush, and out of it a little further along, came a man with a broad grin on his lank face and knee on his shoulder.

"What be ye doin' here?"

"I'm after the three little scamps that played a mean trick on me. I'll teach them —"

"Lor, ye won't ketch 'm. Don't ye know ye're trespassin'?"

"Why, no. I was —"

"D'y'e own this 'ere lan'?"

"No; and I'm glad," I said looking around. "Glad I don't have to pay taxes on it."

"O, ye be! It's too good lan' fer ye ter be trampin' down, an' spilin' er lot o' hay. An'



THE MATCHLESS
"STEEL GENDRON"

Perfect in every detail of mechanical construction.

SWIFT—STRONG—SURE

REFERENCES:

The thousands of cyclists who ride the "Steel Gendron."

Reliance Bicycles are better than most high grade wheels.

Send for Art Catalogue.

Gendron Wheel Co.
TOLEDO, OHIO.



FOR YOUR VACATION

... GET AN ...

ORIENT CYLCE

It costs \$100, but you can ride all the time.

The handsome SARACEN is \$75.

Send 4 cts. for our Photo-Gelatine Catalogue.

The WALTHAM MFG. CO.

240 Broadway,

Factory, Waltham, Mass.

NEW YORK.

McCune Cycles.....

NONE BETTER

Send for Catalogue.

EVERETT CYCLE CO.

Everett, Mass.

Agents Wanted.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896

Model A registers 1,000 miles and repeats, weight, 2½ oz. Price \$1.00.

Model B registers 10,000 miles and repeats, weight, 2¼ oz. Price, \$1.50.

Model C registers 20,000 miles and repeats, weight, 1½ oz. Price, \$1.75.



TRENTON WATCH COMPANY,

TRENTON, N. J.

erbout them 'ere taxes — ye may change yer min' 'efore I git through with ye. Ye orter know ef ye're on lan' thet don't b'long ter ye, ye're trespassin'. I'm er special constable, an' I'll hever 'rest ye fer trespassin'."

"You go hang!"

"Take keer! I'll 'rest ye fer sassin' ther powers thet be, 'sides trespassin.' Thar's my badge," and he turned up the lapel of his vest and showed a piece of tin with "special constable" on it. Now, I believed that this was a case of bluff — an attempt to wring dollars out of me, for when my hand went into my pocket, a grin of satisfaction began to play around the constable's mouth. When I started out, I took my L. A. W. pin from another coat hurriedly and placed it in my pocket. I had forgotten it till this moment. I brought it forth.

"And that's my badge, sir," I said as impressively as possible.

"H'm! What's that?" he asked, opening his eyes a little wider.

"Well, sir, if you meddle with me, you'll find out before the sun sets. Stop me at your peril!" and giving him my "fiercest look," I walked away leaving him in deep thought, apparently, leaning on his hoe handle. When I reached the highway my wheel had disappeared. "Ah!" I mourned, "this comes of trying to be a boy again — of running down an old straw hat."

I went on; for the man down in the meadow leaning on his hoe handle might come out of his

revery and demand satisfaction or dollars. The road turned up hill a little way beyond, and looking across the field, I saw a bicycle coming, — probably one of the urchins returning my wheel; but how could I stop him if he were disposed to dodge me. Stay, a rail will do it! I took a rail from the fence and laid it across the road. At one end of it I secreted myself in a bunch of elders. Possibly the wheel approaching was not mine, and if it were not, I might be in deeper difficulty if the man with the hoe overlook me for obstructing the highway. And it was not n'y wheel. When the rider, a boy of twelve, came to the rail, his tongue ran riot, and I could not blame him; but I never supposed that a country boy of twelve had such a gift of speech, or such a vocabulary of large words. His language was shocking, and the substance of his remarks was that if he had his hands on the chap that put that rail there, he would make an end of him; but he threw aside the rail and went on.

Lo! a little further up the road was my wheel leaning against a tree unharmed and ready. As I mounted, I heard a shout in the field on the right, and there were the three rascals, each with his thumb to his nose; and a moment after, I heard another shout in the field on the left, and there was the man with the hoe hurrying up the slope. He shouted again:

"I'll take er look et thet 'ere badge! Durn ye! Ef ye think ye kin fule me, ye're —"

I heard no more. At the top of the hill I looked

SOLDER ... ACID ... RUST**TOOLS DON'T RUST**

Nor does the work which
is soldered, if you use the

**Elliott Non-Corrosive
Soldering Fluid**

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

**BROWN
SADDLES**

ARE

ALL RIGHT.



BROWN SADDLE CO.

ELYRIA
OHIO.

New Roads and Road Laws

IN THE UNITED STATES.

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 500 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - Boston, Mass.

☞ Sent by mail on receipt of \$1.00.

back. He was swinging his hoe vigorously and probably freeing his mind.

MORAL: Never attempt to run down an old straw hat. GEORGE APPLETON.
PROVIDENCE, R. I.

A NEW YORK member, who does much night riding, says he has carried a red light on the rear of his wheel for several months. It hangs far enough below the saddle to cause no heat to the rider, and shows just above and clear of the tire of rear wheel. He suggests that the use of a red light in front of a bicycle be discountenanced, as it is against all rules of the road, and is in a measure a source of danger to wheelmen generally.

A LEAGUE member writes that in making the New England tour suggested by No. 58,476 in a late issue of the BULLETIN, that instead of going from Williamstown, Mass., to Brattleboro via Stamford and other places, they go via Bennington and Wilmington. The ride from Williamstown to Bennington, through Pownall, about fifteen miles, as I remember it, is an experience never to be forgotten; and the journey from Bennington to Brattleboro, which can be done in a day, though difficult, affords some glorious scenery, and fair mountain roads.

WHAT a great comfort it must be to feel perfectly satisfied with everything! But who does? We haven't time to pause for a reply.

The Lady (?) Scorchers.

"When lovely woman stoops to folly,"
And like the men proceeds to spin,
We shall not feel real melancholy
If the policemen call her in.

A Good Idea.

This represents a tag which is used by a Massachusetts repairer. When a customer leaves his wheel to be repaired this tag is tied to it, and the lower part torn off at the perforation and given to the customer as a receipt. When the non-League wheelman pays his bill and takes notice of the "L. A. W. Discount" with no figures subtracted, he naturally inquires, and is told of the facts in the case. This sets him to thinking,

and often results in his making application for membership. The discount allowed to L. A. W. members by all officially designated repair shops in Massachusetts is ten per cent.

351

E. C. BOURNE,
Sandwich, Mass.

BICYCLES.

SHOP TAG.

Repair

Ship to

Charges

L. A. W. Discount

Total

351

E. C. BOURNE,
SANDWICH,
MASS.

BICYCLES.



LEAGUE

**LIGHT,
FAST
MADE
TO LAST**

**TIRES
LEAD**

USE YOUR OWN GOOD JUDGMENT WHEN BUYING TIRES. THE MERITS OF THE LEAGUE APPEAL TO GOOD JUDGMENT. BOTH SINGLE AND DOUBLE TUBE. MINUTE REPAIR KIT FREE WITH EACH PAIR.

NEW YORK BELTING & PACKING CO. LTD.

MAKERS OF RUBBER GOODS FOR OVER 50 YEARS N.Y.C.

OFFICIAL PROGRAMME,

Covering the week of National L. A. W. Meet, beginning Aug. 10th, at Louisville, Ky.

MONDAY MORNING.

Registering names of L. A. W. members at headquarters and issuing credentials. (This department will be open in the Hampton College building, Walnut street, near Third, all week).

MONDAY AFTERNOON.

4 o'clock — Run to Fountain Ferry Park, starting from headquarters.

MONDAY EVENING.

8 to 12 o'clock — Smoker at Fountain Ferry Park. Start from headquarters at 7:30 o'clock.

TUESDAY MORNING.

7:30 o'clock — Run to Shepherdsville, twenty miles. Fine gravel road and beautiful scenery. Start from headquarters.

9 o'clock — Runs to Cherokee, Iroquois and Shawnee Parks. Start from headquarters.

TUESDAY AFTERNOON.

2 o'clock — Visit stock farms and other points of interest near Louisville. Start from headquarters.

TUESDAY EVENING.

8 to 12 o'clock — Smoker at headquarters.

WEDNESDAY MORNING.

6 o'clock — Century run over the original century

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I.
Brockton, Mass.



One Tenth on the Chain, Nine-tenths on the Floor and Fingers is the old way.

B. & Z. Way. — Ten-tenths on the chain, fingers clean, floor ditto. Ask your dealer, or mailed for a quarter. The Brush-top brought the reformation.

BERRANG & ZACHARIAS, Asbury Park, N. J.

... AJAX ...

BURNER ATTACHMENT

An attachment for oil Bicycle Lamps which absolutely prevents the light from being put out by wind, jar or fall, and increases the light fully 30 per cent. With our attachment a 3/8 inch wick will give a square topped flame (not a peaked top flame) 3/4 of an inch wide by 3/4 high, without smoking. (One sent to any club free for trial, to prove what we say is true. Price, 25 cents. Sent upon receipt of price.

Give size of wick.

Agents Wanted.

The J. A. Wilson, Jr., Mfg. Co., St. Joseph, Mich.

course, to Frankfort and return. Start from headquarters.

8 o'clock — Runs to New Albany, Mooresville Hill, Jeffersonville, falls of the Ohio and Shippingport, about twenty-five miles. Start from headquarters.

9:30 o'clock — Business meeting of Kentucky Division, at Iroquois Park, out Southern Parkway. Called to order by Chief Consul John W. Clendening.

WEDNESDAY AFTERNOON.

2:30 o'clock — Grand parade of uniformed clubs, in charge of Newton G. Crawford. Form at headquarters at 2 o'clock sharp. Route: Down Walnut to Eighth, in to Main, up to Third, out to Iroquois Park. Judges will be located at or near Confederate Monument. Prizes: \$50 banner for club making best appearance, \$25 banner for club making next best appearance, \$50 banner for club having largest number in line, \$25 banner for club having next largest number in line. No club having less than ten members in uniform admitted.

4 o'clock — Watermelon feast at Iroquois Park. Preparations for 10,000 wheelmen. Begin cutting melons at 4 o'clock.

WEDNESDAY EVENING.

8 to 12 o'clock — Reception to visitors at Iroquois Club-house, Southern Parkway.

THURSDAY MORNING.

7 o'clock — Run to Mt. Washington, twenty

13 CLEAN YOUR BICYCLES with "Three in One."
Prevents tarnishing and rusting. Polishes the frame. The only
lubricant for chain and bearings. Never gums; clean to use. In
a Star nickel oil can. Ask your dealer for it, or send to cents for
sample. **G. W. COLE & CO., 111 Broadway, New York.**

PRIZE MEDALS JOHN HARRIOTT 3 WINTER ST. BOSTON, MASS. PINS



Watch Charm.

Miniature Bicycle Lantern
set with colored stones, nickel,
silver or gold plate. Watch chain,
facsimile of Bicycle Chain.
Price, each, Charm 25c., Watch
Chain 50c., complete set, 75c.
Catalog FREE.

The Hit of the Season.

An Aluminum Fob.

Every cyclist should have one. 17,000 already sold. Mailed for 36 cents.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Special prices to dealers and agents. *Makers of Indiana Chain*

STOLEN from basement 235 West 125th street, New York
City, an 1896 Liberty bicycle, No. 20,192, Model 26, Wolff-
American ribbed tires. Address, **DAVID CROW, L. A. W.**
No. 78,821.

miles, over good turnpike. Start from headquarters.
8.30 o'clock — Run to water-works, St. Matthews
and back through Cherokee Park. Start from
headquarters.

9.30 o'clock — Trial heats of races at Fountain
Ferry track. League members admitted free.

THURSDAY AFTERNOON.

2.30 o'clock — Races at Fountain Ferry track.
Nine races in all, including two State champion-
ships, and one national championship.

THURSDAY EVENING.

8 to 12 o'clock — Informal entertainment and
general good time at Fountain Ferry Park.

Meeting of veterans.

Meeting of Associated Cycling Press.

FRIDAY MORNING.

7 o'clock — Run to Corydon, Ind., thirty miles,
going over Edwardsville Hill. Start from head-
quarters.

7.30 o'clock — Visit tobacco breaks, distilleries,
etc. Start from headquarters.

9.30 o'clock — Trial heats of races at Fountain
Ferry track. League members admitted free.

FRIDAY AFTERNOON.

2.30 o'clock — Races at Fountain Ferry track.
Nine races in all, including three national champion-
ships and two State championships.

FRIDAY EVENING.

8 o'clock — Steamboat excursion up the river for
L. A. W. members. Boats start at 8 o'clock sharp
from foot of First street.

SATURDAY MORNING.

9 o'clock — Run to Blackiston's Mills, near New
Albany, Ind. Start from headquarters.

Road Rights and Liabilities of Wheelmen

By **GEORGE B. CLEMENTSON.**

Treats fully the rights of wheelmen in their use of highways, streets,
alleys, sidewalks, etc. The liability of individuals, cities and towns, for
injuries to wheels and wheelmen. The liability of wheelmen for injuries to
others. This book cites about 350 cases, and is a carefully-written law book.
One volume, pocket size. Price, paper, 50c.; cloth, 75c., sent postpaid on
receipt of price.

Address, **STERLING ELLIOTT, Boston.**

MARY SARGENT HOPKINS' MAGAZINE

The Wheelwoman

WHAT TO RIDE, HOW TO RIDE AND WHAT TO WEAR ANWHEEL

Send in cents for Sample Copy to 131 TREMONT STREET, BOSTON.
(WHEELWOMAN PUBLISHING CO.)

HOW BICYCLES ARE MADE

Tools and Processes.

AMERICAN MACHINIST,

256 Broadway, New York.

Publish more matter on this subject than any other publication. Write to them.

9.30 o'clock — Trial heats of races at Fountain
Ferry track. League members admitted free.

SATURDAY AFTERNOON.

2.30 o'clock — Races at Fountain Ferry track.
Nine races in all, including two national champion-
ships and one State championship.

SATURDAY EVENING.

8 to 12 o'clock — General good time at head-
quarters.

12 o'clock — Start of railroad excursion to Mam-
moth Cave. Louisville and Nashville train leaves
at midnight from Tenth and Broadway.

SUNDAY MORNING.

7 o'clock — Start of tours to Mammoth Cave,
Maysville, and other points of interest in the State.

This programme may be altered to suit the ex-
igencies of the occasion, at the discretion of the
executive committee or the committees having the
various details in charge.

Headquarters will be open all the time.

How to Invest It.

The very prudent man and wife,
Who keeps his gold unspent,
Is troubled much by the advice
Of those without a cent.

EVEN carpets have to be whipped before they
can be put down.

MISTAKES are not always misfortunes. Some
dealers get rich through the errors of their weights.

DON'T borrow trouble. You can't buy anything
with it.

THIS is the only year in which you will live this
summer. Make the most of it.

Recruiting Ammunition!

The following "campaign supplies," and several others, are illustrated and described in a circular which may be had for the asking.

A CHEST PROTECTOR FOR HORSES.



The accompanying cut illustrates a bib or breast apron for horses, which has proven a very successful advertising device for the L. A. W. Its chief merit is its appropriateness. Samples will be sent by mail, postage paid, on receipt of **15 cents each**. This is made of thin cotton duck, and serves the humane purpose of keeping the flies off the horse's breast, a point at which it is difficult for him to defend himself even when not "checked" very high.

In winter they will be made with a thick lining and used as a protection against wind and cold.

The horse has always wanted Good Roads, and now the L. A. W. enables him to say so. The L. A. W. will pay the freight on any quantity you order.

THE L. A. W. PUZZLE.



The puzzle is to take off the three rings without bending the bar. It is easy, of course, when you know how, but up to the moment when you do know how it is a puzzle of no ordinary interest. **Sent by mail for 2-cent stamp.**

We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cents per book**.

An entirely new ticket holder, transparent on both sides, **10 cents**.

GOOD ROADS SHIELDS



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L. A. W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **Solid silver, 60 cents; gold or silver plate, 30 cents.**



The latest and slickest cheap pin ever gotten out for the L. A. W. The background is navy blue and the letters aluminum. The price? Well, say! you can't kick about the price.

If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each plus five cents for packing and postage; over twenty and less than one hundred, one cent each plus ten cents; one hundred and over, one cent each, and we pay the freight.

ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS.

They Read It First.

Since women all jump at conclusions is why —
 We have n't a shadow of doubt —
 They hasten to look at the last of the book
 To see how the story turns out.

L. A. W. MAMMOTH CAVE EXCURSION.

Attendants of the National Meet at Louisville who wish to carry home the remembrance of a pleasant and unique experience should make an excursion to Mammoth Cave. This wonderful labyrinth of the underground world is well worth a visit. Accidentally discovered, in 1809, by a hunter in pursuit of a wounded bear, it has, through all these years, been preserved in all its natural beauty, only the bridges over the rivers and railings along dangerous passages telling of the invasion of man.

First among the interesting features of this famous cave, the Echo River claims the attention of the visitor. For only about a half mile is this wonderful river accessible, but nowhere else in the world may such a half-mile journey be taken. At the beginning of the journey a low arch bends over the river, the walls studded with shells and corals, but soon the boats glide from under this arch, and the roof stretches far above. Walls, crevices, avenues and roof all serve as reflectors of every utterance, till this river of Stygian darkness is "all turbulent with sound." Nowhere else is such a rich volume of echo to be heard. It rolls along the passages and recesses, swelling into richest harmony, then gradually diminishing until it is lost in the uncanny noises made by the waters falling in the yet unexplored portions of the river.

The Giant's Coffin, a massive limestone rock measuring forty-three feet in length, is probably the largest single rock in the cavern, its weight being estimated at over two thousand tons. Beyond this gigantic rock is an avenue which leads to the remotest portions of the cave. Farther on in the great cavern are to be seen curious and fantastic formations of stalactite matter, many of which have been named by visitors or guides from resemblances, real or fancied, such as the Elephant's Head, the Oak Tree, the Pillar of Hercules and the Bridal Chamber.

Probably nothing impresses the visitor more than the lofty domes to be found in some portions of the cavern. When illuminated by the lamps of the guides, from a point far above the visitor's head, the light on the walls, white and gleaming, carved and seamed into a thousand wierd and fantastic shapes, makes a wonderfully grand and impressive scene.

It is impossible to mention, much less describe, all the wonders of this greatest of earth's caverns. It lies directly south of Louisville, 99 miles by rail, 115 miles by road, partly good and partly unridable.

For the benefit of L. A. W. members intending to make this excursion, the Louisville & Nashville Railroad have made a special rate of \$9.00 to L. A. W. members for the excursion. These tickets will include railroad fare in both directions, one and one-quarter days' board at the hotel, and guide fees

for both routes in the cave. As the regular railroad fare to the cave is \$7.90 round trip, board at the hotel \$3.00 per day, and guide fees \$5.00, members will readily see that the rate given is quite a considerable reduction. Tickets at this reduced rate will be on sale the entire week of the National Meet.

The prospect of an extended trip into the cool depths of the world-famed Mammoth Cave will no doubt prove one of the fetching arguments with some of our members who may be undecided as to whether or not they will take in the Louisville Meet.

HOW TO GET TO LOUISVILLE AWHEEL.

While the railways will carry thousands of wheelmen to the National Meet, other thousands will tour in. From Chicago alone will come hundreds of tourists who will make the trip, about 350 miles, in from three to six days. The best route out of Chicago will be as follows: Through Englewood, South Chicago (Ill.), Hammond, Valparaiso, Knox, Plymouth, Rochester, Logansport, Delphi, Frankfort, Lebanon, Indianapolis, Shelbyville, Columbus, Seymour, Carothersville, Marshfield, Scottsburg, Henryville, Memphis, Sellersburg, Jeffersonville, to Louisville. From Indianapolis down, the road is along the Pennsylvania railroad almost all the way. Indiana division of the L. A. W. is arranging an immense tour, to start from Indianapolis Sunday, and gather up members along the route.

For Ohioans the best plan will be to go to Cincinnati, and from there wheel or take the boat to Maysville, Ky., about sixty miles. Enter Kentucky at Maysville, and then the tour to Louisville can be made over the finest pike in the State, through the following towns: Blue Lick Springs, Millersburg, Paris, Lexington, Versailles, Frankfort, Shelbyville, Simpsonville, Middletown, to Louisville. The distance from Louisville is about 140 miles.

Coming into Kentucky from the South, the best route will be through Nashville, Tenn. The distance from this place is about 300 miles. The large towns on the route are as follows: Nashville, Springfield (Tenn.), Franklin, Bowling Green, Brownsville, Elizabethtown, Roanoke, New Haven, Bardstown, Cox's Creek, High Grove, Mt. Washington, Hay's Spring, Fern Creek.

Coming into Kentucky from Missouri or the West, Cairo (Ill.), should be the starting point. Just across the river, in Kentucky, is Wickliffe. Paducah comes next; then Smithland, Marion, Morgantland, Uniontown, Henderson, Owensboro, Hawesville, Hardinsburg, Garnettsville, Tip Top, Muldraugh, West Point, River View, Meadow Lawn, Orell, Valley Station, Pleasure Ridge Park, Lockland, Louisville. Distance about 250 miles.

For those who do not care to chance Kentucky roads in the extreme eastern or western part of the state, a good route will be to strike the old National pike, passing through Virginia and West Virginia to Indianapolis, and come down to Louisville from there. The same road comes from St. Louis.



JOE LINCOLN.

Sing hey! the wild scorcher, he's out on the track,
He's mounted his wheel and he's humped up his back;
His saddle is high and his handles are low,
And he's off down the road like a shot from a bow.

He carries no lantern, he uses no bell,
He bears down upon you with whoop and with yell;
The old ladies faint and the children all cry,
And we all hold our breaths when the scorcher goes by.



Beware, then, young rider, so trembling and pale,
The hard-riding scorching is hard on your trail;
He sweeps round the corner—a heart-rending crash!
You roll in the gutter, he's gone like a flash.

The streets of the city ne'er cause him to flinch,
He misses electric by half of an inch;
Through the crowds on the crossings, regardless, he glides,
And the ambulance follows wherever he rides.



O, wild-riding scorching, we hope when you die,
And depart for the land of the "sweet bye and bye,"
That then will be answered the citizen's prayer,
And you'll get all the scorching you want, over there.

ST. PETER does n't care what your epitaph says.

BOSTON people eat baked beans because they don't like them raw.

JUDGED by their lines, most poets write with geese-quills.

HOW TO GET GOOD ROADS.

The all-absorbing matter that has occupied my attention for the last six months is the question of Good Roads. What is necessarily required to obtain substantial recognition by our State authorities is public interest, and for the awakening of this interest, plan after plan has presented itself to me. There is no doubt but that Delaware (and I, as a citizen and wheelman, am most sorry to admit it) is far behind all other States in the matter of her roads. Allow me to give you the system by which our highways are repaired(?). Levy Court Commissioners are elected by each county, under whose direct supervision are three road commissioners for each hundred. These road commissioners are invariably farmers, who, as everyone knows, are particularly adverse to wheelmen. They attend to the roads by a method called "farming out," that is, on days that rain or anything else prevents their working in the fields, they mount that machine, drawn by four horses and manned by two men, called a road scraper, a more appropriate title for which would be a "road destroyer." On this machine they sally forth, and then the work of destruction begins. Side paths, together with mud from the gutters, are thrown in a confused mass in the middle of the road. If it happens to be clear, you are hub-deep in sand and soft dirt; if wet, ditto in mud. For this operation they receive fifteen dollars a day from the county, and in about two weeks rain has washed this stuff back to the gutters again and the road is practically in the same condition as it was before, less side paths. A clear illustration of money expended with no results.

The question now arises, How can this be overcome? In my opinion there is but one way. Arouse public interest and elect men to fill these positions who will cater to the wants of the many, and who will totally ignore the "old foggy" ideas so staunchly adhered to by those openly proclaimed enemies of the wheel, the farmers.

As everyone can see, it takes concerted action, and in order to get concerted action, we must have united strength. I desire to ask Delaware members of the League to go to work. By securing new members and thus placing before their very eyes evidence of Delaware's sleepiness, our hopes will be eventually realized. If a member of the League he must read the L. A. W. BULLETIN. If he reads this, he cannot conscientiously refrain from offering his mite in the support of the noble work.

I have waited patiently for some one more able than I to express himself upon this matter, but as no one has done so, I felt that it was my duty to the League. In all earnestness, I ask Delaware wheelmen to give us their support at the polls, as this is the *one* way of securing our coveted desires.

WILMINGTON, DEL.

No. 105,134.

A WAG'S STORY—Towker's tail.

THE SOLACE OF THE WHEEL.

JAMES D. DOWLING.

A wheel and away in the dawn or the gloaming,
 Away from the city 'mid fields I am roaming.
 The cares that perplex me, the labors that weary,
 Are banished awhile by the thoughts bright and cheery
 That steal o'er my spirit while softly I'm gliding
 Past woodlands and meadows wherever in hiding;
 Such spirits whose mission is always to lighten
 Life's burdens so heavy,—the spirits that brighten
 The pathway of those who on cycles may roam
 And, gaining from nature, bring happiness home.

PHILADELPHIA.

No. 2,343.

GEN. ROY STONE ON GOOD ROADS.

"I believe that the ultimate solution of our Good Roads problem for all great thoroughfares lies in the steel highways," said Gen. Roy Stone, the head of the Government Road Department, in a recent interview.

"Undoubtedly the wearing surfaces of all traversed by wagons and light vehicles are highways connecting our great cities and to be flat steel rails," General Stone continued. "There is no greater propriety or economy in running a wagon than there would be in running a railroad train over a rough surface of earth or stone. Horseless vehicles will undoubtedly develop metal roads. The cost to begin with will be higher than that of stone or concrete roads, but with the present low price of steel the saving in wear would much more than compensate for the difference in cost. At the same time the saving in the expense of hauling would be from 50 to 80 per cent."

HOW TO BUILD THEM.

"What is your idea as to the way such a steel highway should be built?"

"It should consist of a double line of track with a carriage road at either side. Wagons with heavy loads could follow one another upon it in a straight line either way, while lighter and faster vehicles could pass them by turning out occasionally into the side roads. Flat rails laid upon stringers should be the style of track used. They should be laid level with the roadway, so that wheels might pass onto or off them without difficulty. The general form of the rail should be a shallow trough, with flat bottom, and outer edges raised only enough to give a gentle guidance to the wheels. The width should be suited to the gauges of all vehicles. I find that in New York and vicinity, where there is perhaps a greater variety of road vehicles, the gauges of wagons and carriages range from four feet ten inches to six feet. A rail ten inches wide would therefore be necessary to accommodate all of these gauges comfortably."

USED IN GLASGOW.

"Have steel rails ever been used on highways?"

"Yes. In Glasgow, about fifty years ago, flat rails eight inches wide were used in this way. They were very successful in diminishing traction. The only objection to them was that horses sometimes slipped and fell when stepping upon the

surface of the rails. Such a danger will be avoided if rails are rolled with indentations every few inches below the general surface. As long as our highways are to be used by horses this will be necessary, and it will not roughen the track for wheels. Deep web rails, similar to those now used on the best street car tracks could not be rolled with such indentations. The deep web rails will, however, make much the better roadway when they can be used.

"These steel highways will connect all of our large cities. They will be crowded with vehicles such as are now seen only in exhibitions or in trial trips. In the recent trials of horseless vehicles those driven by electricity have been at a disadvantage for the want of facilities for recharging their storage batteries. My idea is that the electrical horseless carriage will be more economical and satisfactory than the other varieties when the storage battery is lightened and improved to the extent that it probably will be. The trolley could not well be used upon the steel highway.

TROLLEYS AN IMPOSSIBILITY.

"Its difficulty would be that one vehicle could not be passed by another except upon sidings. A flat or slightly concave steel rail, only a small fraction of an inch below the general surface of the highway, would be the perfect track for bicyclists. They could easily follow a rail of this kind ten inches wide; if not they would have no difficulty in turning off. Many of the riders in the city prefer to ride over the slot of the cable cars. There would be no necessity for switches if each carriage had its independent motor. The heavy wagons would have wide tires and could safely turn out into the stone road for passing vehicles, especially on down grades.

"The recent extended development of cheaper water powers, especially in this country, together with the successful transmission of power by electricity, will furnish an abundant supply of motive power for such vehicles on all the great highways at a cost far below that of animal power. If all the great water powers along any great line of road were harnessed to dynamos, electrical power could be furnished at approximately the rate at which small powers are delivered in Buffalo from Niagara, *i. e.*, \$50 per horse power per year. That is to say, a vehicle now drawn by one horse, if equipped with a compact electric motor, could be run on a steel highway, such as I propose, for only \$50 a year, or less than \$1 a week.

BETWEEN NEW YORK AND WASHINGTON.

"Supposing that we had one of the new steel highways running between Washington and New York. We could dam and harness such waterways as the Susquehanna and the Delaware. Running from Washington to the Southwest there would still be a great many water powers which are not used. Augusta, Ga., furnishes water power at the rate of only \$5.50 per horse power per year, and makes money by the operation. This is at the rate of one

and three quarter cents per day for the work of one horse. Supposing this expense to be doubled for transmutation into electricity, and doubled again for transmission, and doubled yet again for profit, it would still furnish power on draught along the public roads for \$1 per week per horse power, or the same as the Buffalo rate for small powers from Niagara. In the further event of success with any of the promised systems for the direct production of the electric current from coal, without the intervention of steam power, we would have even a more economical method for propelling motor carriages. Taken altogether, this would be progress enough in the art of transportation to suffice for a few years at least. The great masters of aviation are just now succeeding so well in the art of flying that if they do equally well in the art of alighting they may some time do away with the need of roads altogether. Until then, however, we shall keep on improving roads and vehicles until we make traveling on earth as nearly like flying as possible.

FOR MILITARY PURPOSES.

"The steel road would have special advantages for military purposes. Increased loading and increased speed to be accomplished by it will mean increased capacity for the movement of troops in vehicles, as well as of supplies and munitions of war. An important military advantage of a steel highway over an ordinary railroad is its lesser liability to obstruction and destruction."

"At whose expense would these steel highways be built and maintained?"

"Such of them as are interstate roads naturally be built and maintained by co-operation of the counties and the States directly interested, and of the general government, provided the latter ever resumes the policy of highway construction. Even if this policy were resumed, however, roads within one State would probably be aided by the government only in case they were especially important for military and postal purposes. The use of convict labor will probably be applied to a much greater extent hereafter in road building, and especially in the preparation of road material in quarries and camps, where the convicts may be guarded and secluded without extra cost.

THE SUBURBANITE'S JOY.

"The suburban residence limits would extend along these steel highways to a great distance from all the towns through which they passed. Manufactories would also grow up along these lines, and in these directions very large increase in taxable values might be expected, probably much more than enough to balance the cost of the improvement. The trolley roads are now extending so far into the country, and many of them preparing for such high speeds—some of them for a freight traffic, even—that they are approximating the character of railroads, especially as the railroads are developing electrical propulsion. Railroads for steam trains and trolley roads may therefore be treated as one.

Steel highways and horseless carriages will undoubtedly take away a large portion of the short hauls of freight and passengers and much of the pleasure travel for long distances, but no railroad speeds will ever be practicable on a public road, nor any competition with railroad freight rates for considerable distances. Railroads will naturally devote themselves more to the long-distance movement. By increasing the facilities and decreasing the cost of this movement they will probably more than replace what they lose by the competition of the improved public roads. These latter will also aid in developing general business and property, by which the railroads will especially benefit."



"IF THERE WERE MORE THEM."

JAPANESE BICYCLES.

The following is clipped from a recent issue of one of the leading Japanese papers:

"\$12 BICYCLES.

"The merchants of San Francisco have been so alarmed by the wild statements made by E. O. Burns, as to how cheaply everything could be made in Japan, that they got the impression that all American industries were to be closed. At the time we exposed the mis-statements and particularly ridiculed his claim that bicycles could be manufactured here for *yen* 12. A San Francisco firm has written to a prominent local firm to 'send over ten of those \$12 bicycles,' and, while the local firm laughed at the order, they investigated the matter and found that both American and European manufacturers were selling a much better wheel here for \$80 than the Japanese were asking \$110 for, and that in wearing qualities the foreign make would outlast them two to one. America need have no fear of \$12 bicycles, or even the best make, if we are to judge from what we see the Yokohama police use."

While Rosa Bonheur's pictures show
Her art she does not shirk,
They're mostly animals, and so
They're really beastly work.

THE bottom of a road should be at the top.



CONNECTICUT WIDE-TIRE LAW.

There is a drayman in Waterbury, Conn., who ought to be ashamed of himself. He just laid low all the while the law makers of his State were monkeying with the wide-tire act, and now that it has gone into effect, presumably, he rises up and tells them what a foolish piece of legislation it is. And he ought to know what he is talking about, for he makes wagons, too, and so he is in a position to see both sides of the question.

What this drayman says seems to go, for some newspapers of his State appear to raise as little objection to what he says as though he carried a half-page ad. in each of them. As a matter of course the State solons who made that law will be chagrined to know that a drayman could have drawn a better one. This logician says, among other things: "I don't see why they cannot pass a law making wagons have tires twenty inches wide as well as four. They ought not to draw the line at four inches."

Certainly not! Why ask for wide tires at all? Why not ask to have them made narrower instead of wider? If narrow tires are a good thing let's have them shriveled up to the thickness of a case knife. The less iron in them, the less their first cost. It does seem, at first thought, as though a wider tire would be more likely to stay on top of the ground, and hence pull easier than one that plows into it; but no matter.

Speaking of the appearance of wagons with wider tires, this thinker says: "They will, without doubt, be the homeliest looking wagons, if built according to law, that have ever appeared upon the streets of any city." This is true, no doubt. Think how absurd the first pneumatic-tired bicycles appeared, and think how ridiculous any other kind looks now. O me, O my! Did n't the big balloon sleeves the ladies are wearing seem outlandish at first; but they have become to look cool and comfortable, and we almost doubt if any one wishes the skin-tight sleeves back again.

Again he says: Wide tires will keep the streets in good condition, but the truckmen should not be compelled to pay for the caring of thoroughfares in this way." In other words, they should be allowed to drive a road-destroying vehicle for years in order

that they may save a few dollars in the first cost of tires. Of course it is n't to the advantage of teamsters to have streets and roads in good condition for the use of themselves and others. They could haul larger loads but they wouldn't get paid for making so many trips. They would n't have to replace horses and wagons and harness so frequently, nor own so many of them; neither would they patronize the repair shops so much if they put wide tires on their wheels; but wide tires cost a few dollars and they might look oddly for a while.

The same builder went on to say: "The people it will hurt most, I think, are the farmers, who, it is said, were the means of rushing the bill through. They will have to own a heavy pair of horses to draw wagons with wide tires, and as they will probably want to drive to church or other places in a light vehicle, they will also have to keep light horses unless they want to drive with a team that will get them to worship on Sunday in very slow time.

This is all very clear. Wide tires, so he says, will mean good roads; good roads will mean less draught, and with less draught the farmer will have to own heavier horses so he may get to church on time.

Some reasonable people believe that Connecticut has done a good thing in passing a wide tire law, and all people who like reform instead of ruts and good roads and enlightenment in place of mud and a back-number civilization should do all in their power to have it enforced to the letter.

NO WHEEL is good on a real poor road.

DON'T be a mud-turtle. Build good roads.

A MUDDY road-bed means a sleepy supervisor.

QUIT patching the road all to pieces. Build it right.

THE real dusty road is sure become real the muddy one.

DON'T take any stock (rolling or live stock) in a muddy road.

GO OUT into the highways and byways and preach Good Roads.

DON'T vote for a man who is satisfied to stand on a muddy platform.

THE condition of the road is the price tag that that tells the value of the farm.

OTHER things being equal, give the odds to the candidate who will work for good roads.

BUILD the culverts properly and not too far apart. Water standing on the upper side of the road makes trouble.

League of American Wheelmen

.. Official Department ..

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The suspension placed upon H. B. Storm, Grinnell, Ia., has been removed.

The world's championships for 1896 will be held at Copenhagen, August 15, 16 and 17th.

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A. D. Kennedy, Chicago, Ill., clause (a).
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G. A. Westover, Fort Russell, Wyoming, clause (a).
S. B. Tollman, Fort Russell, Wyoming, clause (a).
C. D. Rich, Fort Russell, Wyoming, clause (a).
Charles Buckingmeyer, Fort Russell, Wyoming, clause (a).
F. D. Stone, Fort Russell, Wyoming, clause (a).
B. Nichols, Fort Russell, Wyoming, clause (a).
E. K. O. Thomas, Philadelphia, Pa., clause (b).
E. O. Manger, Philadelphia, Pa., clause (b).
Sylvester Courtney, Wilmington, Del., clause (b).
Charles Sigmond, Philadelphia, Pa., clause (b).
A. H. Peters, Philadelphia, Pa., clause (b).
Harry Butcher, Philadelphia, Pa., clause (b).
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Oliver P. Bernhart, Toledo, O., own request.
C. H. Crockett, Fort Smith, Ark., clause (b).
Wm. A. Wenzel, Philadelphia, Pa., own request.
Fred A. Clarke, Lawrence, Kan., own request.
Andrew Clay, Hion, N. Y., own request.
J. F. Carter, Baltimore, Md., clause (a).
J. E. Walsh, Waltham, Mass., clause (a).
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Cliff Baker, Columbus, O., clause (b).
Ray McGrew, Columbus, O., clause (b).
F. M. Drobolaugh, Blue Run, O., clause (b).
L. L. Tholpe, Orlando, Fla., clause (b).
F. N. Boardman, Orlando, Fla., clause (b).
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Garby Howell, Los Angeles, Cal., own request.
L. F. Hill, Aberdeen, Wash., own request.
Ed Beamer, South Tacoma, Wash., clause (b).
E. E. Montgomery, South Tacoma, Wash., clause (b).
G. J. Weiss, South Tacoma, Wash., clause (b).
Ed Sloan, Chehalis, Wash., clause (b).
John Sharick, Tacoma, Wash., clause (b).
George Sharick, Tacoma, Wash., clause (b).

Suspended Pending Investigation.

Bernard Murphy, Philadelphia, Pa.
James Murphy, Philadelphia, Pa.
Monte Scott, Providence, R. I.
R. Urquhart, Jr., Dorchester, Mass.
Phil Harsh, New Rochelle, N. Y.
W. W. Phelps, Cambridge, Md.
D. S. Johnson, Jr., College Point, N. Y.
A. Koch, College Point, N. Y.
Chas. Gillette, College Point, N. Y.
Chas. A. Hadfield, Newark, N. J.
Albert Haight, Chalm, N. Y.
A. J. Banta, Ridge Farm, Ill.

Suspended.

For competing in unsanctioned races, the following are suspended from all track racing for sixty days from July 1:
H. M. Clendenning, G. A. Westover, S. B. Tollman, C. D. Rich, Chas. Buckingmeyer, F. D. Stone, C. H. Nichols, Fort Russell, Wyoming.

For competing in unsanctioned Sunday races, while under suspension, G. Mehrholz, Chicago, Ill., is suspended from all track racing for one year from July 1.

For competing in unsanctioned races after warning, following are suspended from all track racing for sixty days from July 1:
G. W. Walcott, Chas. Myers, M. E. Pearson, Omaha, Neb.; Bert Blue, Frank Jacobson, C. A. Bonham, F. G. Waters, Council Bluffs, Ia., and L. A. Woods, Elliott, Ia.

For competing in a novice race after having won a prize, W. A. Suddard, Providence, R. I., is suspended from all track racing for thirty days from July 1.

For entering races and failing to appear, W. D. Grant, Kan., entering two distinct meets at same time, Rodney Wood, Springfield, O., is suspended for thirty days from July 1.

For competing in unsanctioned Sunday races the following are suspended from all track racing for six months from July 1:
W. M. Guyot, B. T. Bringer, V. A. Rodriguez, Jr., J. G. Godberry, M. D. Belinger, M. Kennedy, J. T. Nolan, Jr. and E. J. McCall, all of New Orleans, La.

For competing in unsanctioned races, following are suspended from all track racing for thirty days from July 1:
G. E. Zimmerman, Chas. Warner and Albert H. Koster, Madison, Wis., and Chas. E. Slack and Harry Weeks, Battle Creek, Mich.

For repeated false entry, V. Westgate, Taunton, Mass., is suspended from all track racing for six months from July 1.

For competing in unsanctioned races, following are suspended from all track racing for thirty days from July 1:
J. E. Miller, A. G. Brown, Peter Harris, Philip St. Louis, Eugene Naylor, Harry Howe, Harry Hull, of Manchester, N. H.

For competing in a novice race after having won a prize, Wm. Sullivan, Providence, R. I., is suspended from all track racing for thirty days from July 1.

For false entry, Guy Goff, Lima, O., is suspended from all track racing for three months from July 1.

For competing in unsanctioned races, J. S. Beale, and W. C. Bell, Republic, Mo., are suspended for thirty days from July 1.

For competing in unsanctioned races after warning, F. T. O'Neill, Republic, Mo., is suspended for ninety days from July 1.

For competing in unsanctioned races, Edgar Comstock, Oshkosh, Wis., and W. W. Wilson, Lake Mills, Wis., are suspended for thirty days from July 1.

For competing in unsanctioned races, E. L. Butterfield, Chas. King, C. M. Lowry and Arthur Truobold, all of Whittier, Cal., suspended until August 1, 1896.
Ed. Heamer, G. E. Montgomery, G. E. Weiss and J. B. Smith, all of South Tacoma, Wash., and Ed. Sloan, Chehalis, Wash., suspended until September 1, 1896.

For entering races and failing to appear, Wm. Maguire and John Gubbins, Philadelphia, Pa., and E. G. Churchman, Washington, D. C., are suspended for ten days from July 1.

Sanctions Granted.

July 25—Ithaca Cycle Club, Ithaca, N. Y.
July 25—Comrade Cycle Club, Buffalo, N. Y.
Sept 7—Central Federation of Labor, Albany, N. Y.
Sept 24—25—Niagara County Agricultural Society, Niagara, N. Y.
July 30—Kochester Press Cycle Club, Rochester, N. Y.

July 15—Quinipiac Wheel Club, Southington, Conn.
July 25—Toledo Exposition Co., Toledo, O.
July 30—Diamond Cycle Club, Greensburg, Ind.
July 17—Indianapolis Cycle Track Association, Indianapolis, Ind.

Oct 1 and 3—Chicago Cycling Club, Chicago, Ill.
Oct 9 and 10—Chicago Cycling Club, Chicago, Ill.
Oct 16 and 17—Chicago Cycling Club, Chicago, Ill.
Oct 23 and 24—Chicago Cycling Club, Chicago, Ill.
Oct 30 and 31—Chicago Cycling Club, Chicago, Ill.
Nov 13 and 14—Chicago Cycling Club, Chicago, Ill.
Nov 21 and 22—Chicago Cycling Club, Chicago, Ill.
Sept 7—Detroit Wheelmen, Detroit, Mich.

Sept 7—F. L. Egghol, Dubuque, Ia.
Aug 1—E. Andrews, Jr., Flushing, N. Y.
Sept 28—St. Mary's Church, Frothingham, N. Y.
Aug 30—Canadiana Cycle Club, Canadiana, N. Y.
Aug 10—Des Moines County Fair Association, Mt. Sterling, Ill.

Sept 7—Des Moines, La. A. W. Club, Des Moines, Ia.
July 29 and Aug 1—George P. Gifford, Jr., Milwaukee, Wis.
Aug 2 and 8—National Cycle Exhibition Company, Chicago, Ill.
Aug 4—Griggsville Bicycle Club, Griggsville, Ill.

Sept 29—Hillside Fair, Hillside, Mich.
July 25—Sons of St. George, Philadelphia, Pa.
Aug 12, 13 and 14—Recreation Park Association, Warren, Pa.
July 29—Warren Cycle Club, Warren, Pa.

Aug 27—St. Leo's Gymnasium, Baltimore, Md.
Aug 27—Penn Wheelmen, Philadelphia, Pa.
July 25—New Castle Cycles, New Castle, Pa.
July 25—George E. Thomas & Co., Tyrone, Pa.

Aug. 22—Atlanta Wheelmen, Newark, N. J.
Sept. 7—Pottery National Union of America, Trenton, N. J.

WISCONSIN ANNUAL SUMMER MEET.

Held at Appleton, July 8.
Verbal report by the chief consul.

The report of the secretary-treasurer showed a satisfactory condition of the State and a strong prospect of still better results during the coming year.

A new tour book has just been completed which contains over five hundred interesting tours in the State and foreign territories. Enough advertising has been secured to pay the expense of publishing the book. It will be furnished free to Wisconsin members and sold at fifty cents to non-members.

The State road map is now ready and will be forwarded to members in advance who will pay the fifty cents, or, as a premium for obtaining two new members. The remaining sections will be forwarded to those who pay the fee as soon as completed.

The present section extends from the southern boundary line of the State, including the counties of Kenosha, Racine, Milwaukee, Waukesha, Jefferson, Walworth, Rock, Dane and Green. The amount expended on map work to the present time is \$74.93. Additional expense for issuing one thousand copies will increase the expense to between five and six hundred dollars.

One hundred and sixteen local consuls are enrolled at present in many different towns.

A number of satisfactory hotels have been appointed, the price of a night's stay having signed a satisfactory agreement to give reduced rates to members.

The total receipts from December 1 to July 1, \$1,498.50. Total disbursements, \$862.14, leaving a balance of cash on hand of \$636.36.

(Signed), M. C. ROTTER, Sec.-Treas.

Rights and Privileges Committee no report.

Report of the Highway Improvement Committee shows that much activity has been performed during the past season and that the publication of Good Roads matter in newspapers was considered a most desirable method of agitation, and that both English and German newspapers have been employed.

The number of articles published to the present time had exceeded one thousand, and the larger portion of the State had been covered. This method of spreading the Good Roads idea is being employed, and the result is that farmers are not usually over-stocked with reading matter, and are apt to read thoroughly whatever is printed in their regular papers.

Farmers' institutes have also proved to be useful allies. Mr. M. C. Kew, Superintendent of the institutes, being among the first of the Wisconsin agricultural leaders to take up the subject of Good Roads.

The number of Good Roads readers, or "conductors" who preside at the meetings of the various institutes. Through these men much important work has been done toward educating the agriculturist.

It seems to be the opinion of our farmers that the old plan of "working out" the road tax should be abandoned and a payment made in cash which can be more intelligently expended when used by professional road builders.

Much in reference to the past year's work will be printed in the 1896 Farmers' Institute Bulletin, which is sure to reach from fifty to sixty thousand readers.

A Good Roads resolution was also adopted by the Wisconsin Dairy Men's Association.

A Good Roads edition of the *Midwestern Sentinel* has been published which has produced good results. In addition to its regular circulation the addresses of over 30,000 farmers had been received and this special copy of the *Sentinel* mailed to each. The usual size of the paper is 40 pages. C. A. Runkel, Milwaukee.

The State has collected during the last five years \$5,623,000 in road taxes, a sum sufficient to create a magnificent network of highways throughout the State, but which, instead, has been squandered in path master's picnics at public expense.

Great encouragement is felt by the highway cause. In observing the large number of thoughtful people who are beginning to join in the efforts to "work out" of the wheel in the crusade for highway improvement.

(Signed), C. A. Alderman, J. C. Runkel, Milwaukee.

No report of the Transportation Committee was submitted.

At the Harrison, Vice-President of the L. A. W., gave a verbal report relative to the bicycle baggage question, in which he has been actively interested.

The State racing board reported that many violations of the racing rules had been discovered, largely due to ignorance of said rules. The racing board proposes, by distributing information, to better post the members as to what is proper in connection with racing matters.

The State circuit is to have started July 1, but owing to the scarcity of applications for dates decided to arrange a full circuit to open about August 1.

The committee on nominations nominated M. C. Foster, of Milwaukee, as chief consul. The nomination was seconded by Mr. Morrison.

Mr. W. L. Simond nominated F. J. Morawetz, of Milwaukee. These two are the nominees to be balloted for at the ensuing election.

The nominations for vice-consul are, H. M. Baldwin, Kenosha, and Dr. S. D. McArthur, of La Crosse. For secretary-treasurer, Geo. K. Mead, of Sheboygan, was unanimously nominated.

For State representatives the following is the list of nominees:

S. D. Baird, Neenah; H. Van Arsdale, Racine; Ben. H. Dabkosh; W. H. Field, Green Bay; Louis Perron, Milwaukee; H. P. Andras, Milwaukee; N. E. Lindquist, Marinette; G. B. Weinstein, Brandon; E. S. Sams, Wausau; H. E. Forrester, Appleton; E. A. Savary, Milwaukee; Harry Ferguson, Waupun; S. C. Newman, Kenosha; Joseph Brink, Milwaukee.

After these nominations were made, a motion was passed that the secretary's office be made a salaried one, the sum to be left to the discretion of the Board of Officers.

(Signed), M. C. ROTH, Sec.-Treas.

IOWA DIV. ANNUAL MEETING.

Office of Secretary-Treasurer,
Cedar Rapids, Ia., July 4, 1906.

The annual meeting of the officers and members of the Iowa Division, L. A. W., met at Cedar Rapids, July 4, 1906, at 8 p. m., as previously announced. In the absence of Chief Consul E. Kostomarov, Vice Consul F. B. Theis occupied the chair.

On motion of Mr. Fred Beach of Muscatine, the appointment of a committee on credentials was dispensed with, all parties being known to be entitled to their seats.

The report of the chief consul was read by the secretary-treasurer and on motion referred to him for approval. Financially the report was as follows:

Received from A. C. Miller, secretary,	\$200 00
Treasures	\$200 00
Expenses to Baltimore as per itemized account	\$34 50
Office expenses to tally as per itemized account	64 60
Balance on hand	\$150 10
Balance on hand	\$40 90

The report of A. C. Miller as then read and on motion approved. Condensed statement of same appears as follows:

Dec. 11, 1905, from retiring Secretary-Treasurer, Kostomarov	\$387 52
Jan. 23, 1906, from retiring Chief Consul	13 70
Fred. Beach, secretary	33 07
July 1, 1906, Hansett	1 00
July 3, 1906, Hansett	286 57
April 8, 1906, sale of one hand book	1 00
	\$723 76

DISBURSEMENTS.

Dec. 16, 1905, to E. Kostomarov for office expenses	\$100 00
Jan. 30, 1906, E. Kostomarov trip to Baltimore board meeting	100 00
Advance to Nicholson & Wilson, printers, on hand book	75 00
Expenses of board of officers at December meeting at Marshalltown	64 88
113 letters for new members	80 30
Postage, stationery, etc.	65 50
Printing bill A. J. Wallace, Ottumwa	11 35
Framing and delivering 1,700 insurance contracts	10 00
Books by distribution	10 00
1000 doggers, INTER STATE CYCLER	16 10
Expense paid on hand books, buttons, etc.	10 46
Telephone and telegraph messages	2 30
Stenographer and clerk	6 00
Table	1 00
Three record books	8 00
Postage scales	2 50
Printing, Blahard Bros.	17 35
For the office of Chief Consul—J. E. Hall of Cedar Rapids, and E. Kostomarov, of Oskaloosa	3 30
For Vice Consul—J. A. Gallaher, of Jefferson	1 50
For Secretary-Treasurer—A. C. Miller, of Des Moines	68 14
Balance on hand	\$155 62

After listening to a few remarks by J. A. Gallaher, explaining the present status of the Jefferson case being carried to the supreme court by the Division, we proceeded to the nomination of officers to be voted for in October next. Nominations resulted as follows:

For the office of Chief Consul—J. E. Hall of Cedar Rapids, and E. Kostomarov, of Oskaloosa.
For Vice Consul—J. A. Gallaher, of Jefferson.
For Secretary-Treasurer—A. C. Miller, of Des Moines.

The membership being above 1,400 the following stated gentlemen were nominated for State representatives:

Frank B. Thrall, Ottumwa; Fred. Beach, Muscatine; Ray Price, Winterset; Dr. C. B. Whelpley, Cedar

Rapids; Harry McCreary, Centerville; H. S. Thurber, Marshalltown; Geo. D. Hutchinson, Ft. Madison.

On motion of J. B. Greene the secretary-treasurer was allowed \$10 per month for office clerk hire. There being no further business on motion adjourned.

Secretary-Treasurer Iowa Division, L. A. W.

LEAGUE CLUBS IN PENNSYLVANIA.

The L. A. W. by-laws require that all League clubs must be renewed on July 1st. Only a few have done so. Only those clubs which renew will be entitled to representation at the meeting of the Board of Officers in Philadelphia, on August 10. Renew at once. Blanks for the purpose may be obtained from Secretary Bassett or by addressing the undersigned.

P. S. COLLINS, Sec.-Treas.
Penn. Division, L. A. W.

Additional Pennsylvania Local Consuls.

Hawley, Duncansonville, Gettysburg, Hanover, Chester, Franklin, New Kensington, Greensburg, Greensburg, Oil City,	H. J. Atkinson Dr. J. Miller Chas. W. Myers John Kline Frank R. Gilbert S. F. Ralphy Chas. W. Beck John V. Stepien E. W. Hill O. B. Reese W. J. Reuser
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PENNSYLVANIA.

At the semi-annual meeting of the Division Board of Officers, I shall offer through the Rules and Regulations Committee, now engaged in a revision of the constitution and by-laws, such amendments and additions to the same as may be desirable to render effective the national constitution and by-laws, and the revised division constitution.

P. S. COLLINS, Sec.-Treas.

MASSACHUSETTS ROAD BOOK.

All members who find errors in the present Road Book, or who have new or better routes to suggest, will confer a special favor if they will communicate the information to the chairman of the Road Book committee. We are anxious to make the new book as near perfection as possible. All Massachusetts members joining or renewing after April 1, next, will receive a copy of the new book. The present book is being sent to all new members.

Blanks, which will facilitate the laying out of routes, may be had by addressing

A. K. PECK, Chairman,
165 Columbus Ave., Boston.

NEBRASKA DIVISION.

I hereby announce the appointment of J. A. Benson of Omaha, as vice-consul, vice C. L. Shuder, resigned, and of D. C. Eldridge of York, as member of Kacing Road, vice W. L. Hunter, resigned.

A. R. EDMISTON, Chief Consul.
OMAHA, NEB., July 13, 1906.

NEW YORK DIVISION.

To all New York State Division members:
LOUISVILLE MEET.—The Louisville Meet opens Monday, August 13th, and will be the grandest National Meet ever held. The Baltimore & Ohio Railroad Company will run a special train, leaving New York (first foot of Liberty street) at 10 o'clock A. M. on Saturday, August 18th, reaching Louisville at 12:15 P. M. on the following day. Fare for the round trip twenty-six dollars (\$26.00) being one and one-third the usual fare in either direction. If you desire to arrange for sleeping car accommodation in advance, write to Mr. B. W. HAY, 415 Broadway, New York City, N. Y.

The Baltimore & Ohio has always maintained a friendly attitude toward wheelmen, and I earnestly urge all wheelmen in our State Division who intend to attend the Louisville Meet to take advantage of this announcement.

I. B. FORTER, Chief Consul.

STOP THIEF—\$25.00 REWARD.

The above reward will be paid by the New York State Division of the League of American Wheelmen for information leading to the detection and conviction of the thief. A Munger bicycle, No. 4375, stolen on July 17th, in the town of Lansingburgh, was the property of John Ard, of the Cohoes Wheelmen, Cohoes, N. Y.

COLORADO DIVISION.

Following hotels have been appointed: Las Animas, Gardner House, 50 per cent. off; Lake City, Occidental Hotel, 25 per cent. off; Durango, Stratton House, 25 per cent. off; Florence, Rock Island Hotel, 25 per cent. off; Florence, Idlewild Restaurant, 50 per cent. off; Del Norte, Windsor, 25 per cent. off; Monte Vista, Hotel Illinois, 50 per cent. off; Antonio, Palace Hotel, 25 per cent. off; Montrose, Smith Central House, 25 per cent. off; Brown, Dillon House, 25 per cent. off.

B. W. HAY, Chief Consul, Pueblo, resigned. S. D. Pulsifer, Local Consul, Gunnison, resigned. F. A. McClelland, Chairman Press Committee, resigned.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that an objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, July 24, 1906.

Total, 1,301—01,245.

Over 122,000, ALABAMA, 3—51.

B. C. C.	
615 Edwards, A. Graham, A. G. S. R. R.	Birmingham
Unattached.	
6 Dunlap, I. S.	Mobile
7 Holsten, Hugh.	

Over 122,000, ARKANSAS, 2—247.

Unattached.	
618 Bradshaw, R. E.	Forrest City
9 Owen, Virgil.	

Over 122,000, COLORADO, 3—069.

D. W. C.	
620 Wright, Ben., 1604 Downing av.,	Denver
Unattached.	
1 Cooper, Dr. H. T., 17 N. Wabash av.	Colorado Springs
2 Simmons, J. N.,	Salida

Over 122,000, CONNECTICUT, 10—

Unattached.	
W. W. C.	
623 Noon, Edw. C., box 762,	Middletown
Unattached.	
4 Elert, Morgan.	Lakeville
5 Mortenson, Niles.	Lime Rock
6 Richardson, M. B., Jr.	Middletown
7 Coe, A. J., 1101,	
8 Beers, Frank M., Corbin Cabinet Lg. Co.,	New Britain
9 Macbeth, Mrs. Henry, 34 College st.,	New Haven
630 Herr, Rev. J. D., Thames Terrace,	Norwich
1 Herry, J. D. Jr., Thames Terrace,	
2 Bunnell, Miss Catharine T.,	Stratford

Over 122,000, DELAWARE, 2—47.

Unattached.	
625 Hoopes, Edgar M., 1303 Rodney,	Wilmington
4 Hoopes, Mrs. Elizabeth L., 1303 Rodney,	

Over 122,000, DISTRICT OF COLUMBIA, 10—000.

Washington Road Club.	
625 Woodbridge, L. J., 2106 Ward pl.,	Washington
Century C. C.	
6 Trevel, T. J., 1418 L st.,	
Unattached.	
7 Draper, H. W., 639 Va Ave. S. W.,	

Over 122,000, FLORIDA, 1—51.

Unattached.	
638 Cotter, W. T., 232 W. Bay st.,	Jacksonville

Over 122,000, GEORGIA, 0—42.

Unattached.	
629 Seawell, John E., cr. Postal Telegraph Co.,	Augusta
640 Wells, Dr. Geo. H., 815 Broad,	Fulton
1 Reese, E. H.,	Marion
2 Warwick, W. T.,	Marion
3 Dent, W. C.,	Newnan
4 Myers, A. MacL., 9 DeForest st.,	Trion

Over 122,000, ILLINOIS, 00—2,733.

Aurora C. C.	
645 Hurd, J. M., 137 Downer pl.,	Aurora
Garden City Club.	
6 Skarke, Charles, 259 Cleveland,	Chicago
Y. M. C. C.	
7 Kirkpatrick, H. D., 828 So. Kedzie av.,	
Y. M. C. C.	
8 Hiron, W. H., 53 Bradshaw,	Dixon
Dixon C. C.	
9 Vaughn, B. D., Main st.,	

Peoria B. C.
620 Birka, J. K., 141 High st., Peoria
1 Cramer, Festus T., 619 McBean st.,
2 Clarkson, Chester D., 125 Crescent ave.,
3 Hall, H. K., 307 Fredonia ave.,
4 Franka, Joseph W., 904 5th st.,
5 Jacobus, Jas. D., 1234 Main st.,
6 Littlewood, Geo. H., 207 Perry st.,
7 Lohry, Fred,
8 Mills, Wm. S., 105 Rosnoke ave.,
9 Partridge, Will, 825 Nebraska st.,
660 Roberts, Cyrus N., 809 7th st.,
1 Wakefield, Ohio, 802 Fayette st.,
P. C. C. C.

2 Miller, A. Merrill, Piper City
Unattached.
3 Pfeifferberger, John, 708 State st., Alton
4 La Touche, A. C., Ashland
5 Handall, Merrill H., Ashton
6 Sweet, Clifford G., 1 River st., Aurora
7 Beger, J. Fred, Camp Point
8 Clancy, E. M., 1050 Washington B't'g, Chicago

9 Curry, Harlan, 4439 Greenwood ave.,
670 Griswold, Wm. M., 448 Irving ave.,
1 Mordough, Andrew C., 110 La Salle st.,
2 Enoch, L. A., 1251 Monroe st.,
3 Gilbertson, Edward, Chicago Record,
4 Solvay, Rev. Theodorus A., "The Plains"
5 Kaskas, Chas., 8054 Mich. ave.,
6 Hammond, Wm. R., 8081 Mills ave.,
7 McKinnay, Mabel, 8081 Mills ave.,
8 Jackson, A. C., De Kalb
9 Frank, Lon. W., Crawford ave., Dixon
680 Wiemann, E. C., Equality
1 Cumming, H. Burton, box 531, Farmer City
2 Probst, Cassius, Greenview
3 Euler, G. C., 48 East ave., Kaskaskia
4 Lord, P. A., 108 Kensington la, La Grange

5 Manning, J. W., London
6 Shaw, A. R., Wash. st., Mendota
7 Bonfield, Miss Blanche, 221 Fair Oaks ave., Oak Park
8 Ingraham, Foster, 308 N. Oak Park ave.,
9 Beck, C. V., Olney
690 Overholt, Lewis, box 96, Pana
1 Penaboy, A. J., 623 1/2 Main, Quincy
2 Teuk, Rodolph, 613 Main st.,
3 Becker, Frank, Rock Falls
4 David, Dr. Frank E., Sandwich
5 Phelps, Clare A.,
6 Thompson, Francis T.,
7 Walker, Charles S.,
8 Fraker, G. C., Shelbyville
9 Bensinger, Jno., Sterling

700 Buehler, Harry, Springfield
1 Briggs, Frank D.,
2 Daurant, Percy,
3 Flock, H. J.,
4 Lund, Peter, B.,
5 Bresnier, H. J.,
6 Davis, Willard, 930 So. 12th st., Springfield
7 Horn, W. J., 1514 So. 8th st.,
8 Keys, Geo. E., 903 So. 7th st.,
9 Baldwin, Miss Etta, Tonica
710 Laws, John H., Westfield

Over 122,000, INDIANA, 19-812.

Triangle C. C.
711 Greenick, Arthur A., 141 E. Wald, Ft. Wayne
H. C. C.
2 Wilkerson, Frank B., 22 Henry, Huntington
Y. M. C. A. Wheel Club.
3 Hickey, Hedley M., 158 West lat., New Albany
Unattached.
4 Phillips, John C. M., 418 Main st., Evansville
5 Dreben, Charles H., 215 W. Berry, Ft. Wayne
6 Myers, W. S., Indianapolis
7 Allen, R. A., box 591, Frankfort
8 Hamilton, Harry J., 453 S. Clay,
9 Mansfield, Oscar J., 17 Mass. Ave., Indianapolis

720 Noron, Frank S., 62 E. Washington,
1 Given, Jos. B., 50-82 Ind. ave.,
2 Schuch, Charles A., 73 Pearl, New Albany
3 Miller, Geo. H., box 53, Mulberry
4 Hill, William R., Richmond
5 Hill, Howard A.,
6 Harting, Fred W., 114 Fowler St., Waterloo
7 Clore, Horace, Male st., Washington
8 Walters, Josephine, box 825,
9 Fernier, Emilie J., box 30, Weisburg

Over 122,000, IOWA, 8-1380.

G. B. C.
730 Nolen, John S., box 191, Grinnell
K. W.
1 Habert, G. C., 1008 High, Keokuk
2 Martin, Jos. N., 29 South 5th,
Unattached.
3 Welch, Merlen, Boone

4 White, L., Clinton
5 *King, Miss Alice V., 1213 High, Des Moines
6 Bowen, Harry O., 642 West 3d, Ottumwa
7 Hyatt, N. P., Webster City

Over 122,000, KANSAS, 8-728.

Salina, B. C.
738 Bishop, W. D., Salina
9 Houghton, W. S.,
740 Putnam, J. E.,
1 Peck, J. J.,
2 Stiefel, M.,
3 Tuttle, E. V.,
4 Wright, C. L.,
5 Charles, R. A., Great Bend

Over 122,000, KENTUCKY, 50-719.

C. I. & Gym. B. C.
746 Droege, L. J., cor. 8th & Madison, Covington
Keosauw, W. C.
7 Robert, Clarence, 1380 Scott st.,
8 Wilson, K. W., County Clerks Office, H. C.
9 Stagg, Louis R., The Smeed & Co. Iron Louisville

A. C. C.
750 Mackenzie, Frank E., Louisville &
Portland Canal,
Irroquois B. C.
1 Gathright, Chester H., 1123 4th ave.,
L. A. C. C.
2 Tuley, Thos. S., 111 W. Kentucky st.,
M. C. C.
3 Ragdale, R. P., Middlesborough
P. C. C. C.

4 Hank, Oscar C., 426 So. 6th st., Paducah
5 Farham, W. H., 6th & Jones st.,
Unattached.
6 Freeman, Jas. A., 1123 Ky. st.,
Bowling Green
7 McDonald, A. C., 1518 Gerard st.,
Covington

8 Sellers, E. C., 1729 Greenup st.,
9 Wigal, W. R., 526 First st., Henderson
700 Litsey, W. W., Lebanon
1 Lancaster, J. S., Spalding ave.,
2 Lancaster, John A., Spalding ave.,
3 Livingston, J. G., Lexington
4 Hensell, W. W.,
5 Hunter, E. T.,
6 Stone, A. F.,
7 Brumfield, J. B., 1327 Brook st., Louisville
8 Brumfield, Obe, 1327 Brook st.,
9 Keller, Frank, 1803 1st st.,
770 Caron, L. Sheldon, 1400 Everett ave.,
1 *Caron, Mrs. L. Sheldon, 1400 Everett

2 Dawson, J. H., 747 7th st.,
3 Dawson, James, 747 7th st.,
4 Evans, Harry T., 318 W. Broadway,
5 Evans, W. M., 318 W. Broadway,
6 Gorman, H. H., 727 W. Main,
7 Caldwell, F. A., 118 W. Breckinridge,
8 May, W. H., 1305 3d st.,
9 Miles, J. D., 2215 W. Madison,
780 Mosier, Harry F., (P. O. Box 407, New Albany, Ind.),
1 Negley, D. P., 728 W. Jefferson,
2 Moise, Matt Haden, 1402 2d st.,
3 Putnam, C. W., (P. O. 14th & Main, New Albany, Ind.),
4 Robinson, Richard A., 1049 4th st.,
5 Van Culin, D. L., 440 W. Main st.,
6 Woodruff, John H., 504 W. Main,
7 Wilson, A. B., 502 W. Chestnut st.,
8 Colgan, Henry C., 1206 4th ave.,
9 Kennedy, Frank B., 518 W. Breckinridge,
790 Grant, C. J., Board of Trade Bld'g,
1 Heady, Hunter, 1036 Highland ave.,
2 Smith, Chas., 511 W. St. Catherine st.,
3 Robinson, Urban L., 2547 Hemlock st.,
4 Davidson, Clifford P., 2527 W. Walnut,
5 Helm, J. B., 414 Chestnut,
6 Herma, Edw. F., cr. Strong & Thibault,
7 East, Geo. C., So. Meyersville st.,

8 Reece, Henry A., box 413,
9 Warren, Geo. J., Jr., box 412,
800 Pearson, J. H., 419 Broadway, Paducah
1 Holson, Jas. B., 6th & Madison,
2 Thompson, C. W., 407 Broadway,
3 Van Culin, N. W., 526 Broadway,
4 Shunklin, Jas. W., Zeton

Over 122,000, LOUISIANA, 16-89.

So. Wheelmen.
805 Eustice, Clifford M., 612 Hansen Bld'g, New Orleans
6 Grainger, J. M., 3810 Camp st.,
7 Gurley, E. R., 727 Common st.,
8 Miller, P. J., box 444,
Unattached.

9 Desamond, A. A., Williams Richardson Co.,
810 Ebrons, Jules, 635 Canal,
1 DeGrange, B. J. C. & C. R. R. Bld'g.,
2 DeGrange, George J., 3254 St. Charles

3 Morse, E. K., 19 Commercial,
4 Myers, Wm. E., box 23,
5 Pitts, J. J., 217 Carondelet st.,
6 Road, Chas. M., 806 Royal st.,
7 Tamm, George, 824 Gray st.,
8 Brunawig, L. N., Gravier & Tchauptia-
ba,
9 Derby, George McC., 1 Prytanla,
820 Myles, F. P., 5022 St. Charles ave.,

Over 122,000, MAINE, 10-455.

Unattached.
821 Page, Geo. H., 254 Court st., Auburn
2 Wilson, Geo. T., Spring st.,
3 Giddings, Geo. F., 27 Gammet st., Augusta
4 Fuller, S. M., 421 Main st., Lewiston
5 Doston, Harry E., box 235,
6 Thompson, Miss Almira,
7 Harvey, D.,
8 Branca, Baroness, Maude, box 807, Wiscasset
9 Branca, Baron Rodolfo, box 807,
880 Hanley, William D., box 807,

Over 122,000, MARYLAND, 14-1,031.

Unattached.
631 Gamaway, Louis D., Annapolis
2 Brown, James C., Graham's Warehouse, Baltimore
3 Watson, H. B., 218 W. Lexington st.,
4 Carter, E. N., 34 Hopkins pl.,
5 Brown, Isaac, 100 E. Pratt st.,
6 Callimore, W. Harry, 508 No. Green st.,
7 Gilroy, J. W., 1049 No. Broadway,
8 Mann, J. W., 1098 No. Broadway,
9 Rodgers, E. S., 302 No. Hoffman st.,
840 Stockett, Arthur, cor. Hopkinson & Malto st.,
1 *Shinner, Miss Mattie Mae, 1803 Eastw-
pl.,

2 Purnell, Clayton, Frontport
8 Watts, Frank,
4 Hobbs, E. D.,
Over 122,000, MASSACHUSETTS, 134-
8,718.

Athol B. C.
845 Herring, Geo. E., box 1185, Athol
Savintine,
6 Crosby, W. S., 66 State st., Boston
7 Leachman, C. C.,
8 Ponce, John H., 84 Thordike st., Cambridge
Kagle C. C.
8 Keller, Arthur, 142 Westville st., Dorchester
9 MacLennan, Scott, 102 Westville st.,
850 Ray, Bert, Bordon av.,
Orient C. C.

1 Bonnichs, A. E., Collins st., E. Boston
2 Good, Ronde, C. C.,
3 Charles, Clarence A., 88 Pleasant st.,
4 Sawyer, William W., 109 Pleasant st., Malden
5 Crocker, Austin F., 106 Pleasant st.,
Somerville B. C.
5 Kelley, John, 102 Highland ave., Somerville
6 Mowley, John, 68 Broadway,
Mt. Pleasant B. C.
7 Lowell, J. S., 3 Winter st., Boston
Dorchester W. C.

8 Lake, John W., 1196 Dor. ave., Dorchester
9 Woodward, P. E., 258 Male st., Springfield
860 Miller, G. S., 91 Spring st.,
1 *Fogg, Ethel L., box 548, Swampscott
2 Welch, Alice M.,
Unattached.
3 Faxon, W. E., 15 Mechanic st., Allston
4 Greenleaf, W. G., Arlington
5 Hinkley, Geo. W., Atlantic
6 Talpner, Rev. H. H., Central st., Abnerdale
7 Brackley, J. A., Houston & Henderson,
8 Barnard, Franklin, 82 Devonshire, Boston
9 Clapp, John C., Jr., 42 Beacon st.,

870 Canfield, Jno., Jr., 150 W. Concord st.,
7 Brackley, J. A., Houston & Henderson,
2 Evans, Thomas W., 92 Utica,
3 Farrar, Daniel, 26 Madison,
4 Hill, Alfred S., 74 Boylston,
1 Camo, W. O., 19 Dunst way,
860 Mueser, Wm. F., 1 Andrews st.,
1 Pitts, Elmer E., 151 Hanover,
2 Davies, Liem, Wm. C. (P. O. Fortress
Boston, Va.)
3 Bradbury, W. H., 192 Sumner,

4 *Greene, Miss N. M., 241 Columbus
ave., Suite 5.
5 McNamee, John P., 85 Hancock.
6 *Maurice, Mrs. H. B., 11 Madison place.
7 Benaim-Bennett, 4 P. O. Square.
8 Hook, Edw. G., 132 Dartmouth st.
9 *Anthony, Mrs. F. W., 112 Main st.

600 *Keith, Lucy E., box 104, Bradford
1 Arthur, Alexander S., 93 Walnut, Brookline
2 Atkinson, Wm. A., Boylston st.,
3 *Hill, Mary M., several ave.,
4 Dumpe, Charles S., box 100, Bridgewater
5 LeBaron, Fred T., box 325,
6 Pierce, Myron E., 58 Church,
7 Ricker, Albert M., 60 Winthrop,
8 Given, Chas. S., 177 Columbia st.,
9 Connolly, John, 100 Norfolk, Cambridgeport
600 Oram, Frank W., 179 Prospect st.,
1 *Hambell, Florence M., 106 Wilcox st.,
2 Irving, Arthur P., 10 Warren ave., Chelsea
3 Moore, A. M., Kendall House, Chelsoe
4 Seaver, Charles J., 292 Grove st., Chelsoe Falls

5 Bonnell, John C., High st., Clinton
6 Callahan, Edward J., 77 Aukland, Dorchester
7 McCloskey, W. H. W., 37 Bowdoin ave.,
8 *Nora, Lewis B., Greenville st.,
9 Seaboyer, George E., 250 E. Eagle, E. Boston
610 Macomber, J. L., Jr., box 84, Chelsoe Falls

1 Howarth, D., 482 Pleasant, E. Fall River
2 Hickey, John H., 641 Maple st., Franklin
3 Price, Charles H., 86 Union, Georgetown
4 Olives, Lewis H., Elm st., Gloucester
5 Patch, Charles W.,
6 Payne, Arthur H., box 111, Groton
7 Neilson, W. J., 36 Sutherland, Lowell
8 McPhetres, B. A., 258 Stevens st.,
620 Barnard, A. F., 272 Main, Marlboro

1 May, E. S., 3 Belmont, Melrose Highlands
2 Marshall, Homer E., box 57, Medford
3 Irving, T. Herbert, Sumner st., Methuen
4 Sanger, H. B., 77 W. Central, Natick
5 Francis, James H., 4 Windsor, New Bedford
6 Kears, Joseph, 108 New County,
McLeod, Everett B., 88 Purchase,
8 Swift, E. Stanley, 88 Willia,
9 Jennings, Miss Minnie I., 94 Cedar,

600 Wood, Grace H., 120 Smith st.,
1 Carroll, Wm., 600 Kempton,
2 Brown, Arthur P., 251 Purchase st.,
3 Gardiner, Fred K. A., Newton Centre
4 Taylor, Nelson H., box 467, No. Adams
5 Barlow, K. T., Main st.,
6 Bowerman, W. D., 57 Church,
7 Dowlin, R. M., 13 Pleasant,
8 Isbell, C. C., 6 Main,
9 Watson, F. S., 140 E. Main,

640 Hall, Joseph, No. Attleboro
1 Stepton, Arthur W., 54 Wash. st., Quincy
2 Porter, Lee H., box 5, Randolph
3 Lyman, Walter, box 915,
4 *Lyman, Mrs. W. J., box 915,
5 Parker, William L., Green st.,
6 Torrey, Chas. B., box 915,
7 Smith, A. J., 3 Cobden,
8 Warmund, George, 194 Highland,
9 Hazleton, J. W., 10 Everett, Salem

650 Newcomb, Harold L., 6 Cherry,
1 Brenner, John A., 21 Bow, Somerville
2 Frye, D. M., 9 Grant,
3 Swift, Mrs. Margaret, 258 Highland ave.,
4 *Tolson, Miss A., 113 Fort at Wallace,
5 Tarbell, Chas. W., 123 Pearl,
6 Murphy, Louis S., 4 Thurston st.,
7 Noyes, Edward B., 42 Spruce, Springfield
8 *Woridge, Henry L., Fort at Wallace,
9 Morris, Geo. P., box 418, Swampscott

660 Flood, Thomas J., 59 Cedar, Taunton
1 Chandler, Wm. F., 106 No. Walker,
2 *McDonald, Jerry W.,
3 White, Arthur K.,
4 Fennell, S. J.,
5 Heywood, Ernest,
6 *Haskell, Chester R., box 795, West Newton
7 Hobbs, Charles A.,
8 Nash, Harry W., box 562,
9 Corey, William C., 32 Mt. Vernon st.,

670 Noyes, E. T., 25 Brook st., Woburn
1 Steffens, Chas. E., 11 Vine, Worcester
2 Hutchins, Albert, 125 Milbury,
3 Smith, Frank A., 203 Sumner,
4 Allen, Roy F., Temple st., Whitman
5 Eusebeck, Charles A., Williamstown
6 *Davidson, Mend L., box 5,
7 *Diamond, James W., box 5,
8 Doane, George F., box 65, Zionsville

Over 122,000, MICHIGAN, 13-756,
Unattached.
979 Dittus, James A., 13 Church st., Ann Arbor
600 *Mowington, Miss Eva J., Cadillac
1 Clark, Wm. B., 15 Frank, Detroit
2 Mavor, David, 211 4th ave.,
3 *McDonnell, M. W. G., 53 Moffat Bk.,
4 Van Mize, Robert, Dowagiac

5 Amaden, C. E., 385 E. Bridge, Grand Rapids
6 Clarence, Charles, Kalamazoo
7 *Sly, William E., Sidway
8 Bowering, Henry W., 321 West Main,
9 *Bowering, Mrs. Louis J., 321 West
Main st.,
1000 Galt, Henry, 309 Water st.,
1 Lauder, Robert, 131 Cortland st.,

Over 122,000, MINNESOTA, 2-415.
992 Baker, B. K., Board of Trade, Duluth
3 Everington, Jaa., 400 Union st., S. K.,
Minneapolis

Over 122,000, MISSOURI, 54-2,047.
Niagara B. Co.
994 Leech, James Y., Gen. Del., Kansas City
M. C. G.
5 Johnson, C. A.,
6 Moberly C. C.,
6 Hunter, Oak 121 So. Clark,
Century R. Co.,
7 Green, J. B., 413 Gano. ave., St. Louis
St. L. C. Co.
8 Dodge, J. H., 231 Olive,
9 Hood, W. B., cr. H. T. Simon & Gregory,
D. C. Co.,
Unattached.

Over 123,000.
000 White, J. W.,
1 Grote, Arthur J., Office Boat "Mar-
garet",
2 Russell, William E.,
3 Cottoingam, T. B.,
4 Dunnington, Frank,
5 Fay, Ernest, box 512,
6 Pemberton, L. S., box 512,
7 Burckhardt, M. S.,
8 Furr, B. F.,
9 Farr, C. C.,
610 White, F. W.,
1 Cave, G. H., box 24,
2 Eberle, G. W., box 21,
3 Porter, Pierre R., West 10th & Wash.,
Kansas City

4 Ridge, W. Roy, 21st & Brooklyn,
5 Allen, F. E.,
6 Masfry, Gus,
7 Hay, Edwin F.,
8 Nebergall, C. C., 224 N. Williams,
9 Oliver, R. L.,
620 White, J. M.,
1 Telford,
2 Davis, J. R.,
3 Lewis, Ed.,
4 Stanley, T.,
5 Padgett, O. M., box 13,
6 Tucker, Phil, Jr.,
7 *Schwab, Miss Laura A., Drury College,
Springfield

8 Shepman, E. J., Met. Hotel,
9 Erwin, B. J.,
630 Stuever, F. J., 1310 South 4th, St. Joseph
1 Campbell, Geo. Lewis, Daily News,
2 Endersbeck, W. E., 3d & Fallis,
3 Flah, Albert G., 3128 School, St. Louis
4 Lloyd, H. A., 4308 Delmar Boul.,
5 McMillan, W. H., 3700 Delmar ave.,
6 Menzie, H. W., 4279 Olive,
7 Weyers, Joseph N., 3433 Walnut,
8 Webber, F. P., 4526 Oak,
9 Allen, Geo. H., 3645 Flad ave.,

640 Baner, Frank B., 15 No. Broadway,
1 Bartholomew, W. H., 2858 Wash.,
2 Gamble, H. R., 620 Chestnut,
3 *Kaufman, August M., 919 Morrison ave.,
4 *Hornum, Albert D., 2925 A. Kade ave.,
5 Lowry, John S., 3505 Lucas ave.,
6 Lindsay, J. W., Rialia b'd'g,
7 Wyman, Henry F., 101 So. Main,

Over 123,000, NEBRASKA, 8-332.
Tourist B. Co.
048 Rrion, L. D., 602 Bee b'd'g, Omaha
9 Kallist, Sig., 2224 Cumming st.,
650 Measick, W. A., Court House,
Unattached.
1 Hamilton, John H., North 5th st., Beatrice
2 Stewart, Jas. M., 2210 4th st.,
3 Conkley, W. L., 2 M. Dept., Omaha
4 Paray, Frank A., 2237 Reward st.,
5 Inches, Fred S.,

Over 123,000, NEVADA, 1-41.
Unattached.
656 Lothrog, K. T.,
Wadsworth

Over 123,000, NEW HAMPSHIRE, 7-325.
Unattached.
657 Watson, E. L., Bartlett
9 Kallist, Sig., 2224 Cumming st.,
9 Whitehouse, Charles F., 17 Baker, Dover
000 Curtis, Joseph F.,
1 Brooks, E. Q. P., box 94, No. Londonderry
2 *McDonnell, M. W. G., 53 Moffat Bk.,
3 White, Harry A., box 45, Rye Beach

Over 123,000, NEW JERSEY, 59-4,090
Arlington B. C.
064 Gelb, W. H.,
5 Strong, E. A.,
6 Bloomfield C. & A. A.,
6 Freeman, J. Howard W.,
7 Hackensack W.,
8 Banta, H. J.,
9 Sylva W.,
8 Kallist, Sig.,
Montclair W.,
9 Wismer, Geo. A., 100 Midland ave.,
Montclair

Princeton B.
070 Dey, Elmer E., 66 Prospect ave., Princeton
S. Amboy B.
1 Fulton, J. F., box 118,
2 Jousky, John A., box 119,
Unattached.
3 Elmer, Henry, box 88, Atlantic Highlands
4 Cartwright, W. A., box 299,
5 Knoditz, Walter S., box 299,
6 Stagg, Wm. E., 9 Jersey st.,
7 Nishwitz, W. T., Point & Elm Sts., Camden
8 Ridgway, A. C.,
9 Mackintosh, Robert W., 530 Montgomery st.,
Elizabeth

080 Magosh, Dr. J. M., 42 Evergreen, E. Orange
1 Messing, Chas. S., 7 Prospect Terrace,
2 *Cole, Miss E. B., Myers st., Hackensack
3 *Fisher, Miss M. E., Union st.,
4 Eveleth, Frederick W., P. O. Atlantic
Highlands,
5 Gallagher, John C., 498 Grove st., Jersey City
6 Lewis, Theo. W., 219 Pacific ave.,
7 McNaughton, D. S., 46 Madison ave.,
8 Thomas, Edwin, 138 Bowers st.,
9 Underhill, Irving, 811 Montgomery st.,
600 Daniels, Thos. F., 244A Palisade st.,
Jersey City Hgt's

1 Miller, Robert, Belgrave Drive, Little Silver
2 White, Chas. F.,
3 *Wright, Mrs. L. A., 132 Walnut st.,
Montclair
4 Parker, J. L., 66 Church st.,
5 Mann, Joseph W., 122 Midland ave.,
6 *Cannon, Edna G., 15 Forest st.,
7 Cooley, C. H.,
8 Hageman, Harry A., box 18,
9 *Hageman, Wm. H., 68 Lincoln Park, Newark

100 *Blanchard, Fred, 8 E. Springfield ave.,
1 Burnett, D. E., 31 Taylor st.,
2 *Dixon, Miss Lillian L., 202 Plane st.,
3 *Eberhardt, Elmer G., 34 Elm st.,
4 Lehmacher, Albert, 301 Broad st.,
5 Leavitt, J. B., 301 Credit System
B'd'g,
6 *Myer, Jacob F., 181 Clinton ave.,
7 *Van Zant, Mrs. N. T., 202 Plane st.,
8 Watt, Robert, 186 N. 3d st.,
9 Decker, John S., Cedar st.,
110 Wm. A. B.,
1 Williams, Stephen W., 18 Linden pl.,
Orange

2 Lake, Harvey Y., box 335,
3 *Mason, W. E.,
4 *Coard, Geo. F., 127 E 9th st.,
5 Howe, Edw. Leavitt,
6 Van Doren, P. A. V.,
7 Townley, Wm. G., Jr., 250 Graham ave.,
8 Field, Geo. H., Westfield ave., box 483,
Roselle
9 Berrien, C. H., box 218,
120 Gault, Geo. W., box 296,
1 Davis, S. M.,
2 Dobbins, R. P.,

Over 123,000, NEW MEXICO, 1-14.
Unattached.
128 Olves, Frank I., M. D., Hillsboro
Over 123,000, NEW YORK, 319-17,154.
A. B. C.
124 Booth, John W., 86 Jefferson, Albany
O. A. C.
5 Price, Harrison C., 1st Wat'l Bank,
Binghamton
6 Elker, Robert S., Security Mutual Life
Am. B.
7 Deming, Wm. H., 111 Pulaski st., Brooklyn
47th Reg't C.
8 *Hale, Theodore J. G., 102 Lewis ave.,
Friedy W.

9 Coddley, R. J., 600 St. Marks ave.,
130 Campbell, Charles D., 1110 Hancock st.,
1 Hilgand, George W., 1181 Putnam ave.,
2 *Parker, Mrs. W. W., 423 Cambridge st.,
3 Steinmetz, Louis M., 156 St. Marks ave.,
4 *Thwing, Mrs. Eugene, 156 St. Marks
ave.,
5 Barnett, John W., 308 East 134th st.,
New York

- 6 Funk, Isaac K., D. D., 30 Lafayette pl., "
7 Frankland, George C., 30 Lafayette pl., "
8 Hinman, H. J., 24 West 22d, "
9 Judd, J. A., 30 Lafayette pl., "
100 Kennedy, John M., M. D., 168 West 97th, "
11 Kennedy, Malcolm M., 168 West 97th, "
12 Mandall, John, 1867 71b ave., "
3 Roney, I. S., 30 Lafayette pl., "
4 Shea, P. S., 30 Lafayette pl., "
5 Stiles, J. Walter, 30 Lafayette pl., "
6 Wheeler, E. J., 30 Lafayette pl., "
7 Wagnall, A. W., 30 Lafayette pl., "
8 Thwing, Miss Grace, Fort Chester
9 Funk, B. F., Prohibition Park, West Brighton
- B. W. B. C.
150 Richter, Otto M., 741 Seneca st., Buffalo
Hudson B. C.
1 Longley, Levi F., Hudson
I. C. C.
2 Howe, Dr. J. B., 122 E. Seneca, Ithaca
K. L. B. C.
3 Cartwright, Miss M. M., Aurora st., "
C. C. C. C.
4 Ashley, Charles L., Kinderhook
5 Aldrich, Frank, "
6 Bedell, Edwin A., "
7 Ganson, William, Jr., "
8 Hong, Asa, "
9 Hickey, William, "
100 Marquett, Anthony, Volatile
1 Traver, George W., box 194, Kinderhook
2 Wardle, W. E., box 179, "
Lockport W.
3 Flagler, H. H., Holley M'g Co., Lockport
Hartem C. C.
4 Fenton, J. Robert, 22 East 47th, New York
Morris W.
5 Cole, Harry T., 604 East 135th, "
2nd Regt.
6 Horsey, Geo. Herbert, 678 Prospect pl., Brooklyn
7 Case, Major David K., 96 Nassau st., New York
- Century C. C.
8 Hine, Francis F., 2071 7th ave., "
9 Murphy, Dr. T. J. F., 447 West 34th, "
170 McAllin, Charles, 504 West 46th, "
Rockland Co. Wheelmen.
1 Dossar, L. C., Nyack
Titicus C. C.
2 Cassemann, D. L., M. D., Purdy Station
3 Cassemann, Mrs. D. L., "
4 Cassemann, Sarah T., "
5 McKee, M. F., "
I. H. L.
6 Palmer, S. B., 29 N. St. Paul, Rochester
Olympic W.
7 Burke, James F., box 40, Sayville
Ideal C. C.
8 Atchison, George, 73 Broadway, Sing Sing
Trojan Wheelmen.
9 Green, S. W., 112 First, Troy
180 Waterbury, H. L., 161 River, "
Troy B. C.
1 Howe, Frank E., Man'f's Nat'l Bank, "
2 Sibley, Harris E., 527 Congress, "
Sutton Wheelmen.
3 Oloker, Mrs. William, Belmont ave., Westchester
Unattached.
4 Clapham, John C., 429 Center ave., Albany
5 Wasserbach, Harry W., 73 N. Pearl, "
6 Clapp, Delamere E., 208 Geneva, Auburn
7 Billing, A. W., 2d ave., & 74th st., Bay Ridge
3 McKay, Charles C., 78th st. bet. 2d & 3d
4d ave.
9 Lockhead, Miss Julia, Bensonhurst
100 Lane, Leonard, 208 Oak st., Binghamton
1 Blumenstock, Frank G., 738 Herkimer, Brooklyn
1 Brown, Charles E., 150 Willoughby ave., "
2 Bergee, DeHart, 294 Carroll st., "
4 Cairnes, John, 283 Quincy st., "
5 Diller, Helen E., 30 Lefferts pl., "
6 Eggers, William J., 252 Graham, "
7 Farala, Philip J., 177 Columbia Heights, "
8 Goddard, Charlton, 98 Henry, "
9 Gremier, William, Jr., Greenwood ave., & E. 8th
200 Hegeman, L. V. B., 83d st., near 18th ave., "
1 Hamilton, A. F., 590 Putnam ave., "
2 Hix, Jon. L., 180 Throop, "
3 Milner, William N., 187 Gates ave., "
4 Newcomb, Mortimer E., 133 Herkimer, "
5 Nash, Mrs. Samuel L., 63 Clark, "
6 Rykman, Walter A., 61 Willoughby st., "
- 7 Roehr, Ed H. M., 131 Vernon ave., "
8 Silver, Louis V., 464 Eighth, "
9 Stillwell, Albert G., 164 St. John's pl., "
210 Steere, John R., 176 Hancock st., "
1 Travers, F. H., 136 Heyward st., "
2 Walker, H. B., 2744 9th st., "
3 Welch, Rev. Herbert, 455 Washington ave., "
4 Ashby, George E., 106 Waverly ave., "
5 Eрман, Aris H., 1068 Lafayette ave., "
6 Horn, Henry, 1033 10th st., "
7 Croyma, Miss Orsine, 231 Manroe, "
8 Dehll, Mrs. Arne, "The Macon," Arlington pl., "
9 Frace, F. C., 141 President, "
220 Hopkins, Martin A., 576 Jefferson ave., "
1 Lewis, Isaac B., 27 Halsey, "
2 McLoughlin, Miss Martha, 146 Hewes, "
3 Perry, Frank, 162 Keap st., "
4 Sperry, Lizzie L., 192 Keap st., "
5 Stewart, Harry A., 22 Stanhope st., "
6 Waterhouse, W. D., 635 Putnam ave., "
7 Yenton, Moses, 45th st. & 12th ave., "
8 Beesing, Louis C., 124 Massachusetts st., Buffalo
9 Rosall, Miss Ida I., 896 Plymouth ave., "
230 Cotter, J. L., 400 Main, "
1 Chester, Harry W., 123 Walker, "
2 Cook, Edward H., 203 Swan st., "
3 Hall, Ernest C., 95 Fourteenth st., "
4 McGraw, Frank S., 74 W. Ulster, "
5 Nitting, J. Paul, 754 Main, "
6 Orr, William H., 458 Dewitt, "
7 Payne, Albert P., 347 S. Division, "
8 Schottelmer, John, 103 Pearl pl., "
9 Warner, Charles L., 379 Seventh st., "
240 Wagner, Miss Mattie, 252 Crescent ave., "
1 Witter, J. J., 646 Main, "
2 Robinson, E. D., 290 Main, "
3 Ames, Mrs. Samuel, 250 Franklin, "
4 Buckley, John H., 345 14th st., "
5 Bush, Harvey G., 139 Prospect ave., "
6 Buchholt, Charles J., 50 Pearl pl., "
7 Buchholt, Frank M., 20 Pearl pl., "
8 Fisher, H. D., 35 School, "
9 Feltes, George, 324 Walnut, "
250 James, Harry H., 16 N. Division, "
1 Merville, Charles E., 114 School, "
2 Merville, E. E., 45 E. Perry st., "
3 Manning, I. H., 612 S. Main, "
4 Rother, Charles C., 132 Humboldt Parkway, "
5 Schmidt, E. J., 133 Carlton, "
6 Carey, George, 80 West 57th, "
7 Parsons, R. Grover, 746 Elwood ave., "
8 Timpeon, T. S., 344 Penn st., "
9 Flak, H. J., Chatham
2800 C. C. C., box 2, Columbiaville
1 Badgley, Rev. J. T., 15 West 4th st., Dunkirk
2 Flook, Hugh, 44 Elk, "
3 Sewer, Frank S., Fishkill-on-Hudson
4 Groves, E. P., Garrison
5 Homer, Wallace, "
6 Leach, Patrick, "
7 Dempster, W. J., 132 Bloeker st., Gloversville
8 Pierce, M. E., Hinsdale
9 Rockwood, Dwight C., 77 Heustis, Ithaca
270 Waley, Charles, Kendall
1 Hicks, Frank B., Macedon Center, Massapequa
2 Petersen, Christian, "
3 Lynn, Mrs. V. H., 116 West 2d, Mt. Vernon
4 Robinson, Harry J., 406 South 1st ave., "
5 Rhine, Edward, 105 South 1st, "
6 Rhine, Mrs. Edward, 105 South 1st st., "
7 Ballard, F. A., New Berlin
8 Crabtree, Grant, 101 York ave., New Brighton
9 Clark, Edson L., 170 Chamber, Newburgh
280 Anderson, Harry, 41 Broadway, New York
1 Adams, W. F., 351 West 57th, "
2 Ashcroft, Walter E., 107 South, "
3 Rachman, William, 696 East 135th, "
4 Sapp, John, 129 East 1st, "
5 Burdum, John R., 846 Broadway, "
6 Brudley, Dr. C. C., 83d st. & Broadway, "
7 Boylan, William A., 127 East 86th, "
8 Joseph, Walter V., box 2296, "
9 Bichel, George J., 219 6th st., "
290 Cook, Arthur B., Drexel b'd'g, "
1 Collins, William S., 82 West 94th st., "
2 Connolly, George, 29 Th Ave., "
3 Colver, F. F., 220 West 134th st., "
4 Casaghe, Clotilde, 321 West 14th st., "
5 Carpenter, H. C., 113 East 60th, "
6 Dewey, C. R., 45 Greene, "
7 Diecks, Henry, 1908 Forest ave., "
8 Davis, A. F., 157 West 108th, "
9 Davies, Miss Gertrude M., 106 West 108th, "
300 Delmore, Miss Violet, 260 West 53th, "
1 Derrick, William W., 123 West 125th, "
2 Dixon, Frederick B., 25 West 83d, "
3 Foley, T. F., 16 East 15th, "
4 Frey, E., 801 West 42d, "
5 Foster, John H., 18 Wall, "
6 Gilbert, W. E., 43 Leonard, "
7 Goldstein, Samuel, M. D., 196 East 33d, "
- 6 Gibson, W. C., 321 West 23d, "
9 Graham, J. H., 26 Vesey, "
310 Garvin, J. W., 253 West 59th, "
1 Glore, Mrs. Eleanore, 22 West 33d, "
2 Hermann, J. W., 220 81st, "
3 Haaagen, I. F., 345 West 23d, "
4 Haaagen, Florence, 348 West 23d, "
5 Hobb, John W., 130 East 19th, "
6 Heltbrunn, P., 20 John, "
7 Harrison, Newton, 700 Mid'd'g, "
8 Jerokawl, Louis, 710 Broadway, "
9 Jordan, J. J., 101 Grand Ridge, "
320 Joseph, Isiah, 321 Riverside ave., "
1 Kip, W. S., 1788 Broadway, "
2 Kirkland, H. S., 156 W. Broadway, "
3 Kohn, Frank B., 1663 Monroe ave., "
4 Langhorst, W., 245 East 106th, "
5 Langhorst, Mrs. W., 245 East 106th, "
6 Lindemeyer, Ludwig, box 455, Stapleton, "
7 Levinson, Leonard, 1245 Madison ave., "
8 Levy, Harry A., 36 West 25th, "
9 Liebhoff, Max, 310 East 121st, "
330 Liebman, L., 8 West 152d, "
1 Mayer, George, 412 Broadway, "
2 Manheimer, E. L., 125 East 116th, "
3 Manley, L., 39 Cortlandt, "
4 Martin, William, 222 West 18th, "
5 Meyer, Alfred E., M. D., 102 West 93d st., "
6 Oakley, Alonso G., 151 West 102d, "
7 O'Connor, G. W., Jerome ave. & S. boulevard, "
8 Purcell, Bayard W., 81st st. & 8th ave., "
9 Peper, H. J., 939 8th st., "
340 Pansling, J. K., 148 Forsyth, "
1 Pennington, Harner, West 11th, "
2 Ryall, George, 600 Broadway, "
3 Remington, William H., 154 Nassau, "
4 Smith, Frank G., 145 East 81st, "
5 Searle, Albert R., 1054 Bathgate ave., "
6 Sylvester, S., 13 East 4th, "
7 Stewart, David, 1926 Amsterdam, "
8 Stewart, Charles E., 1926 Amsterdam, "
9 Siegel, J. A., 77th st. & 8d ave., "
350 Siegel, E. A., 55 East 79th, "
1 Siegel, L. K., 55 East 79th, "
2 Stewart, T. R., 147 West 78th, "
3 Shaw, H. B., 213 West 15th, "
4 Staiger, George, 343 West 25th, "
5 Stappmann, Edward, 35 Broadway, "
6 Wolfe, Mrs. Ida, 165 West 34th, "
7 Williams, Miss Lizzie, 45 West 65th, "
8 Wadsworth, Eugene M., 546 East 142d, "
9 Wadsworth, C. L., M. D., 56 West 120th, "
360 Walker, George, 860 Grand boulevard, "
1 Ziegler, Ernest J. W., 635 Columbus ave., "
2 Baskely, George (P. O. Ft. Monroe, Va.) "
3 Kobre, Franz L., 13 Madison ave., "
4 Spears, Raymond S., The Sun, "
5 Rump, Bertram N., 10 West 11th, "
6 McGinnis, Mrs. N. C., 115 Broadway, "
7 Bell, Raymond, 23 Park Hotel, "
8 Chilson, Henshaw B., 838 7th ave., "
370 Davis, Albert, 44 West 25th, "
1 Fisher, F. Ralph, 329 Produce Exchange, "
2 Holk, John, 181 23d ave., "
3 Hayner, Arthur D., Gilsey House, "
4 Huntington, Ralph W., 8 West 15th, "
5 McGinnis, Mrs. N. C., 115 Broadway, "
6 Kroger, John H., 523 3d ave., "
7 Kibber, George A., 1425 Wash. ave., "
8 Manton, L. V., 30 Pine st., "
9 Spauld, George A., M. D., 31 East 67th st., "
380 Mone, Percival R., 46 West 97th st., "
1 Perrigo, Miss Alice M., 41 East 70th st., "
2 Painter, G. C., 343 West 4th st., "
3 Phony, H. B., 262 Fifth ave., "
4 Ritchie, Peter C. Jr., 1451 Wash. ave., "
5 Smith, Louis R., 214 West 123d, "
6 Sweetser, Ed., 101 E. Front, "
7 Tannenbaum, M. M., 62 Nassau, "
8 Taft, Mrs. Nellie B., 44 West 25th, "
9 Wien, Alex V., 1067 Lexington pl., "
- 390 "Defendorf, May R., box 133, Nyack
2 Robinson, W. Edwin, 99 Morris, Ogdensburg
3 Rhinier, Alfred E., 171 7th st., Olean
4 Robinson, D. V. M. E., 112 Barry, "
5 Quirin, Charles N., 175 Union, "
6 Coles, Theodore, 2 Broad st., Ononda
7 McIwaine, N. R., 115 Clinton, Plattsburgh
8 Cartland, Alfred L., 250 Main, Poughkeepsie
9 Wittamer, Henry, 288 Main, "
400 "Lynn, Miss L., Potomac
1 "Knowles, Miss G. R., "
2 Horn, Paul, Box Head, Fort Richmond
3 Witherspoon, Henry H., Jr., Ravena
4 Cannon, William, 168 Broadway, Rochester
5 Marton, Harry C., Corner, "
6 Lander, James, 44 Howell, "
7 "McLure, Miss Mary C., 259 Park ave., "
8 "Newall, Mrs. F. G., 28 Portmouth, "
9 Pond, N. P., 261 Monroe ave., "
410 Rhearer, H. A., 95 Ravine ave., "
1 Yae Blarmon, C. H., 81 Finch, "

QUERIES AND ANSWERS

No. 107,030 and many others: If hotels do not give the reduction advertised, report the matter to the chief consul in the State where the hotel is located.

G. R. J., Macon, Mo.: Get information from road books,— to be had of state division secretaries. We know of no roads on which the hills all slope one way. We are so busy writing poems and pieces for the paper we really haven't time to ride over the road you wish, from Cincinnati to New York. It is real kind of you to read our paper: we know of some good people who do not.

L. H. C., New York City: We cheerfully admit that your judgment on the merits of your contribution might be superior to ours. If, however, you were editing the *L. A. W. Bulletin* and we submitted such matter for publication, don't you really think it might make a difference?

L. S.: We cannot devote space to giving well-known routes described in road books.

No. 97,944, York Pa.: Your idea is a good one. If all League members would wear a badge, it would certainly help immensely to advertise the organization.

No. 112,162, New York: Road books for your State are not quite ready. The matter is in the hands of G. A. Roullier, 20 Main street, Flushing, N. Y.

A. B. PRICE, 58 Court street, Newark, N. J., writes:— I expect to tour from Natural Bridge, Va., to Washington, via Gettysburg and Luray's Cave, the route of which is in most of the Atlantic States Road Books, and wish to take a different route back. Who will favor me with it?

ROBERT J. RINGWOLT, 34199 Hamilton street, Philadelphia, would like information regarding bicycle route from Washington, D. C., to Charlottesville, Va., taking in Fairfax, Manassas, Culpepper, Rapidan, Orange and other points along the Virginia Midland Division of the Southern Railway.

S. D. PRICE, 59 N. 11th street, Newark, N. J., wishes information regarding a route embracing the lake region of central New York.

FRED G. KIPPER, Newport News, Va., wishes points on route from Old Point Comfort, Va., to Chicago: trip to be made latter part of August.

HE OBJECTS TO "RAT TRAP."

"Why not call them serrated?" asks a correspondent. Well, all right; let's call them serrated. If manufacturers will refrain from overrating their pedals, there surely can be no harm in serrating them.

TREATMENT FOR CHAINS.

A reader suggests soaking the chain for an hour in kerosene oil, then wiping off the surplus oil and placing it in lard oil for an hour, then finish by an application of graphite. This treatment would be all right. It is doubtful, however, if anything would be gained by leaving it in the oil for more than a minute or two, as the oil will penetrate into the joints very quickly.

CANADIAN TOURIST.

The custom house people will, at all the principal ports, accept your L. A. W. ticket in lieu of the amount of duty you must pay if not a League member.

N. P.: You must have your regular ticket: temporary tickets or receipts of any kind will not be accepted.

If you are going to Canada, and wish to join the League so as to have the benefit of our arrangement with the Canadian government, you should not delay, but join at once, so as to be sure of having your permanent ticket in time.

REPAIR SHOPS.

C. J. P., Milwaukee: In most States the L. A. W. chief consul designates certain repair shops to which members are referred. If carefully done this should insure to the customer that the repairer in question has the necessary mechanical skill, and usually that a special discount is allowed to League members. In Massachusetts the discount is uniformly ten per cent., and repairers are required to post in their shops a 11 x 14 card, which calls attention to the facts.

L. A. W. HOTELS.

We are asked whether League members are allowed the special rate if they don't happen to have wheels with them when calling at League hotels. Yes, many hotels of the more aristocratic sort have a peculiar horror of the knee breeches and dusty shoes which are so fashionable among practical wheelmen, and the hotel man loves them still better when they happen to be "dressed up."

GOLD BADGE FOUND.

An L. A. W. gold badge has been found and left at Secretary Fassett's office. Will the owner please call for it?

If you ever get two copies of the *L. A. W. Bulletin* it is through an error in our mailing department, and we would be glad to have you notify us.

Test of 19 Years

Columbias have been tested in the crucible of experience, with the fire of public opinion, and have not been found wanting—\$500 worth of secured bicycle quality. Same price to everybody.

Catalogue of Truth free at Columbia agencies
—by mail for two 5-cent stamps.

Pope Mfg. Co., Hartford, Conn.

... RIGHT TIRES ...

The Right Kind of Rubber,
The Right Kind of Fabric,
Combined in the Right Way.

A GOOD GUARANTEE.

Hartford
Single-Tube Tires

THE STANDARD SINGLE-TUBES.

If they cost a little more than some, you get what you pay for.
The right kind of tire for every pleasure-seeking cyclist. Demand them of any dealer.

"If it's a Hartford Tire, it's Right."

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

BRANCHES:

100 Chambers St., New York 136 Lake St., Chicago
910 Filbert St., Philadelphia 8 Queen St., E. Toronto, Ont.

DISTRIBUTING DEPOSITS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1789 St. Charles Ave., New Orleans

Cupid Up-to-Date.

He used to use a bow and dart
With which to safely land 'em,
But now he ties them heart to heart
While riding on a tandem.

THEY are called Q-cumbers because thereby hangs a tale.

The Shortest Word.

The shortest word of every word
That was ever writ or spoke
And the saddest word e'er said or heard
Is just that one word "broke."

THE man who doesn't go to bed till after midnight is up to date.

THE man who boasts of his familiarity with the "higher branches" should remember that monkeys are all that way.

WHEN she is with her fuzzy-lipped beau the average young lady is more likely to feel a little down in the mouth.



To banish the sorrows that trouble you
And lighten all your loads,
Peruse the L. A. W.
BULLETIN AND GOOD-ROADS.

A THEATRICAL manager is judged by the company he keeps.

IN GOING to ask her pa's consent, the young man never knows how he will come out, but he hopes it will not be through the window.

SOME jokes are not what they are cracked up to be.

RIDING a pneumatic-tired wheel is traveling by the air line.

MANY people who were formerly in the lower "walks" of life are now riding a bicycle.

The reason why married men succeed best in business is because they do not have to give any further attention to matters of the heart.

An intoxicated man is a dread-full example.

THE LAW·BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, July 31, 1896.

No. 5.



The patient horse that pulls the load
Depends on us to build the road.
Men who have conscience, smooth his track,
Brutes ply the whip across his back.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.
Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 60,612.

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IT'S HOT WORK

Pushing your wheel home. Be prepared for all punctures by carrying



THE SIMPLEX BICYCLE TIRE REPAIR TOOL

Repairs any kind or size puncture with

TAPERING SOLID RUBBER PLUGS



That cannot slip out, but are easily inserted. If your dealer does n't keep Simplex Tapering Plugs,

Send Five 2-Cent Stamps for Samples of Assorted Sizes.

MANUFACTURED ONLY BY

BICYCLE APPLIANCE CO.

1346 Chestnut Street,

Illustrated Booklet Free Mention Bulletin Philadelphia.

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840

Lovell... Diamond Bicycle..

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.



JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

*Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles*

Ask Your Shoe Dealer
for

"Ball-Bearing"

Bicycle Shoe

No. 272

Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.

C. H. FARGO & CO. (Makers)
CHICAGO



CORRESPONDENCE

THE "SINGULAR COINCIDENCE" CONTEST.

EDITOR L. A. W. BULLETIN:

If the "startling coincidence" medals are not all distributed I would like to enter. My brother joined the League and was tagged No. 7,912. I joined and drew No. 17,912. There is ten years difference in our ages. Ten days before my brother joined, the family cow had twin calves, and ten days after I joined I began wearing knee pants.

I expect to hear from my brother again in a few days.

WORTHINGTON, MD.

WM. L. CHASE.

EDITOR L. A. W. BULLETIN:

We think we have a pretty good match for the "singular coincidences" you have published, in the following fact of information.

Mr. William Mather, the general manager of the Charles Street Park, in conversation with the writer some time ago, stated that he had recently had his wheel stolen, and upon inquiry as to the description said:

"It was a 95 pattern, and there is some very peculiar circumstances in connection with it. The

Rambler Bicycles

G. & J. Offers No. 6 and 7

ARE MEETING WITH SPECIAL FAVOR.

The following riders have made claim for "3000 Mile Souvenirs" to date, and some of them are pushing on for more Souvenirs and Grand Mileage Prizes:

(APPLICATIONS RECEIVED IN THIS ORDER.)

No. 1. A. D. COOPER	Chicago
No. 2. W. M. E. LOUD	Springfield, Mass.
No. 3. C. A. SORENSON	San Francisco
No. 4. C. A. PHILLIPS	Lincoln, Neb.
No. 5. JACOB OLSEN	Los Angeles, Cal.

Many others have almost completed the 3,000 miles.

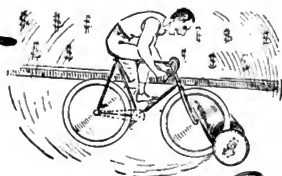
→ "Do YOU ride a Rambler or G. & J. Tires?"

Ask any Rambler Agent for the Booklet, "Gold," telling about prizes:

\$1000.00 Bicycle! \$2900.00 in Gold!

2 Grand Souvenirs worth \$250.00!

Other Valuable Souvenirs in unlimited numbers!



A Tip:—

"Say nothing,
but saw wood!"

Normally in Jeffery Mfg. Co.

Chicago.

Proving
Chicago Boston Washington New York Brighton
Detroit London England



number of the wheel is 13,913; the letters composing my name, William Mardis, number thirteen; I live at thirteen (1313) North Seventeenth street. Singular as it may appear, I purchased the wheel on the thirteenth of the month. I attended an entertainment in the Y. M. C. A. building a few weeks ago; I placed my wheel just thirteen feet inside the door; at thirteen minutes past eight I was notified by a friend that some sneak thief had stolen my wheel, and I will give just thirteen dollars (\$13) to get hold of that thief for just thirteen minutes."

Our prediction at the time was that "while we were not prepared to say just how the thief might regard the unlucky number thirteen if by chance Mr. Mardis got hold of him, but that it was our impression that he might fair better if he were to be brought up before Judge Scott of Omaha (who has gained a national reputation for giving prisoners their just deserts) and be sentenced to thirteen years in the penitentiary, and be compelled to work thirteen hours a day, than to fall into the clutches of Mr. Mardis for thirteen minutes."

While it has been some thirteen weeks since it was stolen, Mr. Mardis has not heard anything of the ill-fated wheel, and the thirteen dollars still remain in his possession; but, for aught that we know, the offer still holds good. No. 46,258.

OMAHA, NEB.

MAKE your wheel add to your wheel.

PROGRESSIVE NEW JERSEY.

EDITOR L. A. W. BULLETIN:

Having read, not without interest, the article in the BULLETIN of July 17th, entitled, "A Progressive L. A. W. Town," relating to Oneonta, N. Y., they having increased their membership by more than one-half, making a total of more than sixty in the village, it seems only fair that similar credit should be given where deserved.

The town of Montclair, N. J., has within the past ten weeks added 137 L. A. W. members to their list, and now has the honor of being the home of "The Four Hundred" out of the four thousand members comprising the New Jersey Division.

We Jerseyites are a quiet, unassuming people, as is well known, but we don't like to be cooped up when other people are crowding, especially when we have so much better right to the crow.

No. 74,822.

REMOVING RUST STAINS.

EDITOR L. A. W. BULLETIN:

In reply to a Brooklyn member, whose light pantaloons have become stained with iron rust from his cycle seat and who desires to learn how the stains may be removed, I have to inform him that the stains resist all treatment short of destroying the cloth or cutting them out. I would, however, suggest that the pants might be saved if not redeemed by having them dyed tan color or vermillion, which

THE FAVORITE



(FULL SIZE.)

OF WHEELDOM!

would stain them all-of-a-piece. If he is an amateur photographer, he might save up his exhausted pyro-developer, which would serve the purpose admirably. Yours for good roads,

HYP0 KONDRAC.

EDITOR L. A. W. BULLETIN:

With regard to rust stains mentioned on page 40, oxalic acid dissolved in water will remove them from white goods but would be likely to spoil the color of other goods. No. 105,727.

EVERYTHING GOES IN LOUISVILLE.

EDITOR L. A. W. BULLETIN:

At the last meeting of the common council of this city the existing laws regulating the use of bells and lanterns by bicycle riders was made inoperative during the Meet in August. This is a courtesy which will be appreciated by the thousands of visitors who will be in our city during that time, for the enforcement of that law would have worked hardships upon many who would have come ignorant of the provisions of that ordinance. Let everybody come without lanterns and bells if they do not possess them, and they will be more than welcome. The council also passed an ordinance appropriating \$500, to be used in placing the city in as sanitary condition as possible before and after the Meet.

These concessions are due to the efforts of the '96

World Cycles

... HAVE WINNING WAYS ...

European Mile Record broken by **John S. Johnson**, from 1:52 2-5 to 1:46, on 5-lap track.

Ray McDonald won the Mile International at Brussels; also, Mile Open, at Bordeaux.

George Rupert won the Mile Collegiate Championship; also, lowered the Two Mile Collegiate record at Harvard.

Jay Eaton won 14 firs, 2 seconds and 3 thirds, at Chicago Indoor Meet; he also lowered the Mile and Half Mile World's Records for Indoor Track.

AGENTS:

They are Easy Sellers - We can Deliver Quick.

ARNOLD, SCHWINN & Co.

CHICAGO, ILL.

Meet Club, which has the comfort of the visitors always before them. Very truly yours,

HENRY E. TULEY, M. D., No. 115,003.

THOSE AWFUL PEDESTRIANS.

EDITOR L. A. W. BULLETIN:

Wheelmen are rightly prohibited from riding on the sidewalks. I think it would be a pious idea to prevent pedestrians from walking in the streets, except at regular crossings. It is enough to look out for teams, dogs, cars and amateur wheelmen, generally on the left side of the street and going in a cross-eyed direction, but when you have in addition to guard against the sudden appearance of somnambulists from any part of the block, it is enough to give one a bad case of the Willies.

W. B. PLUMMER.

THE UPRIGHT POSITION.

EDITOR L. A. W. BULLETIN:

If No. 107,104 would throw away his "cobblestone" saddle and get an easy spring one, he could sit up straight and not have to consult his doctor either. My advice is, get a saddle decent to ride and never mind the fashion or a few ounces in weight. A. T. COOK, No. 32,450.

HIVE PARK, N. Y., July 20, 1896.

It is fortunate that the bustle went out of style before the bicycle came in.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00

" " Special Club Rate, to League Members only . . . 25

Editor: **STERLING ELLIOTT.**

Associate Editor, NIXON WATERMAN.

JULY 31, 1896.

"THEY NEVER TOUCHED IT."

To those worthy souls who every now and again start out to annihilate the bicycle, we respectfully submit the following little boy's story, which was told several years ago by the San Francisco *Examiner*, to illustrate some similarly impractical crusade:

One time there was a young gote wich felt butty, and there was a ole ram wich lay in the road, half a sleep, a chune his cud. The gote he had been shet up in a paster of his life, an had never saw a ram, an he sed to his sister, the gote did, "You jest stan still an se me wipe that freek off the face of the ertth.

"So the gote he went up before the ram an' stompt his feets an' shuke his head real friteful, but the ram he didnt git up, but only jes kep a chune his cud and wotched out between his i lashes. Bime by the gote he backed of and tuke a run, an' then arose up in the air an' come down with his hed on the ram's hed, wack! The gote's hed was busted, but the ole ram he never wank his eye. Then the ole ram he smiled with his mouth, an' sed to the buttgote's sister, "Pears to me, miss, that kangaroo of yours is mity careess where he lites; he come gum dasted near makin' me swoller my cud."

P. S. -- Our readers in St. Louis will readily see that this little tale of a goat also illustrates the highly probable ending of the new organization recently started there, and which the head lines of a local paper tell us is destined to become a successful rival of the L. A. W. The platform, as near as we can make it out, consists of the ominous words, "To h—l with the League of American Wheel-

Total number printed this week, . . . **63,000**Sent to paid Subscribers,, **60,612**Samples to Advertisers, Exchanges, etc., **2,388**

men." The principal grievance being that under the League rules, as they now exist, Sunday races cannot be sanctioned. In many parts of the West, Sunday racing would be popular, and instead of trying to modify the L. A. W. rules, it was thought best to form a new organization.

The more prominent gentlemen mentioned in connection with the venture are Dr. D. D. O'Gorman, Con Molony, W. J. Finnegan, A. Hoolan, O. W. Byrne, J. Jordan and P. J. Moynihan.

JUST A BOY.

NIXON WATERMAN.

Oh ye olden, golden days,

Oh the pebbled path that strays

Where the yellow willow quivers by the river's winding ways;

Oh the lazy, hazy stream

Where the lilies drowse and dream,

Their sunny hearts of honey in their burnished bowls of cream.

Oh ye youthful, truthful times,

When the world was wrapped in rhymes,

And hills and dells were silver bells that rang their rarest chimes;

Oh still ye thrill me when

I thwart the thoughts of men,

And, just a boy, amid the joy of living, live again.

RATES TO LOUISVILLE.

All railroads west of Buffalo and Pittsburgh will carry L. A. W. members to and from the National Meet for a single fare. Roads east of those points will charge one fare and a third. We understand that all roads will check wheels as baggage on this occasion, as many of them are now doing regularly.

The president and secretary of the L. A. W., together with a party from Boston, will take the Fall River Line on Friday evening, Aug. 7. They will join the New York contingent on a special train provided by the Baltimore & Ohio R. R., and leave New York by way of Jersey City Saturday, Aug. 8, at 6 o'clock p. m. This train will take on additional special cars at Philadelphia (8.40), Baltimore (11.05) and Washington (12.15) A. M., and if present indications count for anything, its arrival in Louisville about 9.30 p. m. Sunday will be the signal for hotel clerks in that city to be ready with plenty of ice water, etc.

The full programme of the National Meet was printed in last week's *L. A. W. Bulletin*.

ARE you glad you bought a bicycle? If not, why not?

Just one cradle, just one grave,


Just one hope to glad and bless us;

Just one Way to help and save, --

With creeds a thousand to distress us.

THE best way to take the "air" is to ride a pneumatic.

OUR NEW "NAME PLATE"

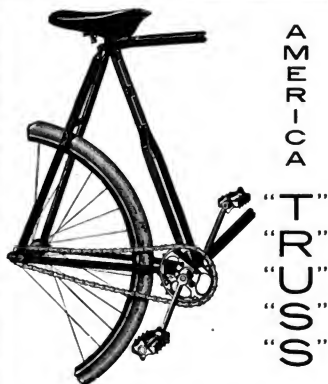


Mark Down

the maker and dealer who offer you a so-called \$100 high-grade bicycle for less than he would take during the rush. At the price you can now buy is all the article is worth, and all you ought to pay next year. Most cut-rate wheels are causing trouble; that's why they don't sell. An honest article will always sell for an honest price. New Clippers are the kind of bicycles that can be sold at fair profits and **stay sold**. Watch our 1897 smoke. That fairy story about Clippers being returned is "rot."

♦ ♦ ♦ ♦

MADE BY THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.



America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

REGARDING COURTEOUSNESS.

Millard C. Ernsberger, attorney at law, 31 and 33 Pine street, New York, writes us a letter in which, among other things, he says:

"I have greatly enjoyed your occasional replies to criticisms of the manner in which the BULLETIN is conducted, and especially of the character of the various articles and poetical gems published in its columns. The spirit of uniform and studied courtesy shown in these replies is refreshing. ♦ ♦ ♦ That such excellence should be achieved and exhibited in the official organ of the League must be a great source of gratification to all League members."

And this leads us to say, in self defense, that the ones whose daily pleasure it is to read the many letters of commendation or criticism addressed to the editor of the L. A. W. BULLETIN, do not lay claim to the possession of any unusual degree of courteousness. As a matter of fact, it isn't required, for most of the letters are of a pleasant tone that engender a most courteous frame of mind. There are many letters of honest criticism that are of more real worth than those that simply praise. They are appreciated in the helpful sense in which they are written.

And, now and then, the pinched little soul writes something that he has no thought will help anybody or anything. His only desire is to hurt. But no matter. There never was a highway so broad and pleasing and beautiful but what, at sometime or another, a "yaller dog" went snarling along it, doing what he could to discourage the growth of

the beautiful flowers that gladdened the way with their perfumed presence. Such should be pitied on the ground that no man is to blame for the shape of his head; so why hold him strictly responsible for the shape of his mind?

The chief end of man is to be happy by making others so. It is better to watch the butterflies than it is to toy with hornets. It pays to be courteous.

SEE, ALSO, PAGES 162 AND 163.

There are, of course, many members who do nothing toward obtaining the applications of others; but there are many more who do obtain from a dozen to several hundred each year. I believe that the incentive of something decidedly tangible in the form of prizes, added to the general interest that all makers and dealers must have in the cause of road improvement, will arouse an interest which can be counted upon to produce results. At least I believe the experiment is worth trying, and will take care of my end of it. Will you "do the rest?"

STERLING ELLIOTT.

Yes, flies are flies because they fly,
And fleas are fleas because they flee;
And that is very clearly why
The bees are bees because they be.

"A LONG pull, a strong pull and a pull altogether" will hasten the time when mud streaks called roads shall have passed away.



This trade mark is recognized in all parts of the world as the emblem of perfect cycle construction.

There are now made in America, Cycles of Cheap, Medium, High Grade and

Humber Quality.

Within the walls of every cycle factory in the world, HUMBERS are admittedly the best product in cycle construction which inventive genius, precise methods, skilled mechanism and unlimited facilities have produced.

Applications for **Humber** Agencies for the season of 1897 will be received at our Westboro office until Sept. 15, 1896. Though we have largely increased our facilities of manufacture during the past season, the volume of our product is limited, and it is necessary our plans for the distribution of our 1897 product be completed by the 15th of September, in order that we may supply agents promptly with cycles they will require during the season of 1897.

A Humber Agency means Reputation, Satisfaction, Profit.

Once appointed, the **Humber** agent can always feel assured of steady business, for so long as he is conducting the business on satisfactory lines the agency will remain with him. It is the policy of **Humber** Companies to select agents whose character is on a plane with the reputation for integrity and quality earned by **Humber** Companies during the past twenty-nine years. We seek those only to represent us who appreciate the merits of honest goods, and who realize the value of and will aid us in supporting a truthful, honorable business policy. In every manner possible we seek to prevent any cutting of prices, that all buyers may be treated uniformly alike. We, therefore, require every agent to furnish a guarantee bond that he will not under any circumstances sell **Humbers** at less than our catalogue price, nor give or allow any rebate or commission.

HUMBER & CO., America (Limited),

ELLIOTT BURRIS, Managing Director.

WESTBORO, MASS.

THOSE FINES.

If a man joins the L. A. W. (as some do) and pays the fees, that makes him a member for one year. When that year has expired he is no longer a member, by any commonly accepted rule of law or ethics, but, by contrary, the rules of the League say that any time within two months he may renew his membership without extra cost. After two months he may renew by paying a fine of fifteen cents for each month or fraction of a month during which he may be in arrears, providing that he shall be asked to pay more than one dollar in fines for any one year. This provision shows not only justice but mercy, and yet letters are sometimes received by the secretary from ex-members who claim exemption from these fines on the ground of past good conduct, long association, etc., etc. This rule, which gives to the regular prompt-paying member a slight advantage over the one who renews whenever he happens to think of it (and who seldom happens to think of it too soon), is a very just and reasonable rule. The secretary is not allowed any discretion in the matter, and he should not be abused for enforcing the rules that are made for him by the National Assembly.

"Give the devil his due," we fancy won't
Do half so well as to give him your "don't."

Oh, the hand that rocked the cradle used to rule the world,
they say,
But the foot that kicks the pedal cuts a lot of ice to-day.

THAT COTTAGE CITY INCIDENT.

The regular midsummer Meet of the Massachusetts Division, L. A. W., was held last week at Cottage City, and will pass into history as a success. That is about all that can be said of it which would be of any interest to the outside world from a news standpoint, but there is, however, a moral connected with some of the unique features of this Meet which will bear telling, and the L. A. W. BULLETIN'S editor will attend to it as soon as he can get out from under the mass of official correspondence which accumulated during his absence.

When a knife-blade loses temper, it is dull forevermore;
When a woman loses temper she's more cutting than before.

UTAH DIVISION HAND BOOK.

The 48-page Hand Book of the Utah Division is a splendid piece of compilation. It contains information of great value to every member of the division, and, as a recruiting document for securing new members, it will be found very effective.

THE wheel, that cures your many ills,
Is cheaper, far, than doctors' bills.

WHEELMEN going to the National Meet should write at once to the '96 Meet Club, Louisville Ky., for the pamphlet showing hotels and boarding-houses, then engage board direct from the place selected.

Highest
Grade



Highest
Price



THE MARK
AND MODEL
OF THE TIME.



Record Pedal Mfg. Co.,

239 Columbus Ave.,
Boston, Mass.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

CATALOGUE TELLS ALL ABOUT
OUR QUICK-REPAIR TIRE - OUR
STANDARD FOR 1896.



FULLY INFLATE BEFORE INSERTING REPAIR TOOL

MORGAN & WRIGHT
CHICAGO

HE DISCOVERED THE POLE.

This does not refer to any Arctic explorer, but to a gentleman in Jeffersonville, Pa., who while riding home in the dark saw a wagon crossing the road he was traveling. He could just distinguish the vehicle in the "gloaming," but he did not at the same time discover that the wagon was loaded with a telegraph pole, which was several sizes too long to be snugly tucked under the seat and which consequently protruded something less than forty rods behind the wagon. Our correspondent says he was in a hurry (as many of our correspondents are) and that he slowed up enough to miss the wagon, but started ahead just in time to bring his watch-pocket violently in contact with the pole. The result can be imagined, but the worst part of it was that the driver of pole was real coarse and intimated that the bicycle was an unholy thing and even allowed his enthusiasm to go so far as to offer to "lick" the rider of the blanket-blank thing.

Now we are asked if the L. A. W. will stand the expense of a suit for the purpose of teaching these wagons that pass in the night to hang lanterns on their long-drawn-out loads, or else do some other thing that will insure immunity from such accidents as this.

In view of all the facts we hardly feel like saying that the driver was to blame for the unfortunate spill of our friend, the wheelman, but he certainly ought to get six months for the naughty words he

said about bicycles in general and that one in particular.

Look out for poles.

GOLD LETTERS FOR UNIFORMS.

I would like to hear from manufacturers who can furnish letters suitable for attachment to coats and caps. We have inquiries for these, and could probably place some of them with League members if the prices and quality are right. In quoting prices, please send samples of the three letters L, A, W.

STERLING ELLIOTT, Pres.

GEAR CASES.

We sometimes have inquiries for a protective covering to be used over the chain of a safety bicycle. Will manufacturers of such devices please send us descriptive circulars, or, better still, advertise in the L. A. W. BULLETIN?

ROUTES TO LOUISVILLE.

We have a number of inquiries for routes to Louisville. Can any reader furnish the following at once, the destination being Louisville and the starting points Peoria, Ill., Chicago, Ill., Cleveland, Ohio, Cumberland, Md., and Harrisburgh, Pa.

"T is strange, and yet it's wrong to put
The right shoe on the wrong foot.

THAT BICYCLISTS CONSIDER

Single-Tube Tires the Best

Is shown by the more than **Quadrupled Increase of Sales of Single-Tube Tires** in the United States during the past two years.

The following named reliable firms and companies only are licensed to manufacture **Single-Tube Tires** under the Tillinghast patents:

THE BOSTON WOVEN HOSE AND RUBBER CO.
THE REVERE RUBBER CO.
THE NEW YORK BELTING AND PACKING CO., Ltd.
THE POPE MANUFACTURING CO.
THE NEWTON RUBBER WORKS.
THE DIAMOND RUBBER CO.
THE R. F. GOODRICH CO.
THE NEW YORK TIRE CO.
THE HARTFORD RUBBER WORKS CO.

THE MECHANICAL RUBBER CO., of Chicago.
THE HOIGMAN RUBBER CO.
THE PEORIA RUBBER AND MFG. CO.
THE INDIANA RUBBER AND INSULATED WIRE CO.
THE KOKOMO RUBBER CO.
THE MECHANICAL RUBBER CO., of Cleveland.
THE HARTFORD CYCLE CO.
THE IDEAL RUBBER CO.
THE SPAULDING & PEPPER CO.

All Single-Tube Tires made by other manufacturers are infringements.

SUITS have been brought against infringers in every United States Circuit.

HOW YOUNG MAY THEY RIDE?

It is not to be expected that any permanent harm will come to young children simply because they ride a bicycle. The harm, when there is harm, is in the *improper* use of the wheel. They should not, of course, be allowed on the public highway except under the watchful eye of a parent or some mature person, and they should not be allowed to ride until too much fatigued.

The reason why children are more likely to over-exert when riding the wheel than when indulging in other forms of recreation, is that wheeling has a fascination possessed by no other sport, and the mind becomes so occupied with the pleasure of the trip that the bodily exhaustion incidental to it is not thought of until too much has been done.

A LARGE ORDER FROM LOUISIANA.

Harry Hodgson, the new chief consul of Louisiana, is an old timer and a hustler. He dropped out of L. A. W. affairs a few years ago and, as a result, the membership of Louisiana also dropped out. Now that Mr. Hodgson has again taken hold of the helm of the "old ship," we shall look for results. He has just placed the largest single order for horse aprons that we have so far received (three hundred). Unless we are much mistaken, the figures for that State will soon show up among the good ones.

SIGNS OF THE TIMES.

EDITOR L. A. W. BULLETIN:

One of the beauties of cycling is to get into real rural scenery, and for the time being forget all that pertains to cities and the rush of business.

Today, wherever the eye rests, it reaches in the country, the mountains and the shore, the horrible signs of patent medicines and everything that is abominable. Can you not, in connection with the Good Roads movement, include these wretched signs. Could not a movement through the BULLETIN be brought about by which all members would refuse to patronize anything advertised this way.

Kindly turn it over in your spare moments, which I know are now all too few; but in the interests of our beautiful landscapes, rapidly being spoiled, I solicit the strong aid of your self and journal.

PHILADELPHIA.

H. Dock, No. 100,473.

By a mixing of the tags, the large half-tone picture shown in last week's paper as "A Good Road in Switzerland," should have been "Richmond Bridge, Upper Thames."

Nautical dramas are best for elevating the stage; they are provided with Jack's crews.

It's a poor quality of paper on which a scheme won't figure out all right.

Good Roads Good Wheels

*Let the riders use every effort to
obtain the former—*

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.



**Coasting
Contests**

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires: they make the bicycle run easily.

Our Catalogue tells why. Send for it.
The Palmer Pneumatic Tire Company, Chicago

HIGHWAY ROBBERY.

EDITOR L. A. W. BULLETIN:

While taking a spin last Sunday, I happened to run into Jamaica avenue, just a little above Jamaica, but, being in a hurry, I thought I could reach Brooklyn in quicker time by following straight down the avenue.

The avenue is hardly fit for a strong wagon to travel over, being strewn very thickly with stones, and the dust is from one to three inches deep; while every few yards you go down a hole with a thud that is enough to pull the spokes out of the strongest wheel.

By using every precaution, I managed to get through Jamaica, and was going through Richmond Hill when I saw in front of me such a lot of stones that it was impossible to ride over them.

Not seeing anybody in sight I ran upon the cow path, which is graciously termed sidewalk out there, and rode probably one hundred feet; then turned into the road again. But it was too late, for a constable had seen me, and he lost no time in gobbling me in.

I had my choice of leaving my wheel as security and going to court Monday, or going over to Judge Ash's right away; I preferred the latter. We went, and I was fined two dollars. When explaining how I came to go on the walk the Judge (who rides a wheel) said, "we always dismount and walk when we come to a place like that."

He let me off very easily, as the constable handed over seven dollars: five from one victim and two from another who had preceded me. I was the seventh so far that day, and he said there would be three or four more without lamps yet.

Getting communicative, the constable added he did not get anything out of the arrests he made, as he was paid by the year; but that there was a deputy further up the road between Jamaica and Queens who rode a wheel, and waited in shady places where the road was impassable for the wheelman who, believing he was secure would turn his wheel into the little side path, when this representative of the law would pounce upon him, lug him off to be fined, and receive his commission.

He also told me that they were going to put up sign boards, warning people off the paths. But when? That's the question. I told him if they did not do it pretty soon they would soon have enough money to macadamize the road.

BROOKLYN, N. Y.

No. 113,902.

CHILDREN ON BICYCLES.

We are asked for copy of law prohibiting young children from riding on bicycles. We know of no such law. The society with a long name in Chicago has been agitating the subject, but with what results we have not heard. We believe the matter can safely be left to the discretion of parents.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

Popular with all who appreciate
superiority in bicycle construction.



THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night
With the "Search-Light"
— is a pleasure.

Send for
Circular No. 72.

THE
1896
SEARCH
LIGHT

IS A WONDER

USED BY AND A GREAT FAVORITE WITH
Cyclists, Canoeists, Boat Clubs and Campers.

Very effective on Carriage Dashboards.
Price \$5.00 of all Dealers.

BEWARE OF IMITATORS! Bear in mind that the 1896
"Search-Light" Lantern is
fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows — always leads.

BRIDGEPORT BRASS CO.
Bridgeport, Conn.

19 Murray St., New York, 85-87 Pearl St., Boston,
17 North 7th St., Philadelphia.

THE FIRST DAY.

MYRTLE REED.

(Which might have been written, but was n't, by W-t W-t-t-m-n.)

O H, my!
Somebody bring the arnica and the Pond's Extract!
Rub it on the sore spots, quick!
Don't ask me to specify, — just rub anywhere, and you'll find
a place that needs it.
Is that depraved thing in the cellar?
Don't put it there, — leave it outside, — perhaps some one
will steal it.

I wish I had him here a minute: the man who said it was
easy.

I am the Poet of the Body and I am the Poet of the Soul;
Nobody is greater than I am.
Now Soulness in lost in Bodiness and the Universal in the
Hereness.

First, you have to balance yourself.

That's what the consummate, palpable idiot told me.
So I did it — on that little step that looks like a wart on the
back wheel.

Then it rolled out from under my foot and slammed me into
the curbstone.

That made me mad, and I tried it again.
This time I sat down on the saddle, but only for a minute.
That talented invention laid me flat;
Stepped on me, sat on me, kicked me in the stomach with its
pedals.

Skinned my nose with its handles, and left this impress on
my mighty forehead,
Where I do all my thinking and keep most of my gray cerebral
tissue.

The man that picked me up and brought me home in his hay
cart

Said a whole lot of impolite things that he thought were
funny.

I offered to lend him the bicycle, but he said he had one and
could ride it;

Rode it the first time he ever tried and never fell off at all;
He went on a century run the first week he had the thing.
Then he laughed an asinine laugh when he helped me up
my front door steps, —

Said I was geared too high, — whatever that may mean.
A small boy trundled the bike, and of those diminutive
fiends

There was a whole procession, enough for a very respectable
funeral.

Arnica is good for sores;
Or perhaps it is the Pond's Extract, or, stranger yet, the com-
bination: anyhow, I feel better.

I'll try it again with somebody to help me.
Suppose I do get knocked into atoms; I am bound to get
even with that insensate demon.
I'll ride it if I die!

Smile, oh depraved and vicious bicycle!
Wheel of the hickory rims and mud guards;
Wheel of pneumatic tires, wheel with degenerate tendencies;
Wheel with the many angles, all alive and ready to hit me;
Wheel of the shining spokes that do no good in particular;
Wheel with the waltzing handles and strange-wobbling
chain;

Far-reaching and altogether eccentric wheel, —
Smile! for your victim comes!

LAWYERS and doctors charge for their opinions
and photographers for their views of things.

A MEMBER wishes points on a wheel tour from
the White Mountains to Plymouth by boat across
Lake Winnepesaukee through Concord and Nashua
to Boston.



The Ray Coat and Luggage Bag

Dust Proof, Water Proof, Snap Buttons, Patent Fastenings.
Sent by mail, to any address, on receipt of \$1.50.

GORMULLY & JEFFERY MFG. CO.
939-945 Eighth Avenue, New York.

WANTED

Catalogs, Price Lists
and Discounts on
Bicycle Sundries

of all descriptions.

GEORGE H. CLAPP,

P. O. Box 2950,

JOHANNESBURG .. SOUTH AFRICA.

(L. A. W. No. 17459, Boston, Mass.)

L. A. W. RUBBER STAMPS.

Many members, clubs, business men and others have signified a willingness to use a rubber stamp on envelopes, and in other ways to help on the Good Roads crusade. We shall shortly publish a list of special stamps which will be kept in stock and furnished postpaid at the lowest wholesale prices. If you have any ideas in this line, please let us have the benefit of them at once. Here is a good one which is being used by the secretary-treasurer of the Illinois Division, Geo. D. Locke, of Jerseyville:

ATTENTION. WHEELMEN!

CAMPAIGN OF 1896.

Let no candidate be good enough for your vote unless he is broad and brainy enough to love progress, and clean enough to hate mud.

Sign your name to it unless you are writing for waste-basket purposes.

With those who must have some excuse for going away on a vacation, hay fever is in high favor.

A good old farmer, in Vermont, whose barn was found on fire,
Used cider for to quench it, but the flames rose high and higher.
He lost his barn and, what is worse, his cider, too, and hence
The neighbors say he's been a rank out-cider ever since.

A ROAD HOG RESORT.

If the proprietor of Turf Villa, on the river drive near the Falls of Schuylkill, Philadelphia, is the sort of an individual he is reported to be, his presence in any community of wheelmen would not raise the price of real estate to any perceptible degree. In fact, no one would yearn to stay in his society for life. He recently shielded a man, so it is said, who carelessly or wilfully drove over a wheelman and took refuge in his hotel and enabled him to escape arrest.

He is quoted as saying:

"I don't want the business of the d—d cyclists anyway. Drivers of carriages spend dollars with me to pennies spent by cyclists. Let them stay away. The man that was shielded was one of my best custom-ers who spends a great deal of money here."

If he said the foregoing, no further index to his character is needed. He would do most any old thing for money.

The wheelmen of Philadelphia, the city of "brotherly love," should teach this man a lesson that, while it may distress some of his fleeting earthly moments, should redound to his eternal salvation and happiness. "Woosy" people are out of date.

An office boy named Willie
Is the best the place to fill.
For when you send him out with goods
You likewise send the "Bill."

EVEN a sea story may be very dry.

SOLDER ... ACID ... RUST**TOOLS DON'T RUST**

Nor does the work which
is soldered, if you use the

**Elliott Non-Corrosive
Soldering Fluid**

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

"BUILT LIKE A WATCH"

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. Denver.
San Francisco.

SOLILOQUY OF MISS KILMANSEGG'S GHOST.

JOSEPH PIERCE.

(With apologies to Thomas Hood.)

All, why did I dwell in the olden time
When dresses were long as the list of crime,
And carefully hid the faintest stain
Of a dainty foot or ankle?
Ladies had naught but their gracious smile
With which to captivate man—the vile,
And envy my soul doth rankle.

What terrible havoc I could do
Among the sex that's opposite to
The one man holds so tender,
If I could only live again
To mingle my mirth with lordly men,
And the minuet re-render.

That golden leg of feline-se,
As the crime was called which ended me,
Would now be worth—or it ought to be—
The price of a prince's ransom;
For no need to hide the marvelous mould
From knee to foot of that leg of gold,
Which was famed for contours handsome.

I would purchase a wheel of yellow gold,
And a bloomer suit of scantiest fold,—
Divinely *fin de siècle*.—
That would throw in relief, exceptionally bold,
From knee to ankle the leg of gold
Which replaced a leg more fickle.

My precious leg of golden hue
Would sparkle and shine like the pearly dew
When I rode out in the morning,
And people would crowd and fight and beg
For just a peep at Miss Kilmansegg
And the wondrous, marvelous golden leg
The end of her bloomers adorning.

Ah, dearie me, that awful blow
Which ended my life in its brightest glow,
Was struck with the golden member;
But still I should love to see that leg
Again adorn Miss Kilmansegg
In bloomers, next September.

A NEW YORK member writes that, while riding on the tow path from Utica to Frankfort, he was threatened with fine by a patrolman who told him the privilege that was said to have been granted wheelmen to ride on it is all "newspaper talk." The correspondent, very naturally, wishes to know the facts in the matter.

CLOTHES FOR TOURING.

EDITOR L. A. W. BULLETIN:

In regard to the query, "What Kind of Clothes is Best to Wear on a Bicycle Tour?" I would say that when I desire to go some place where I would not care to appear in the regular bicycle uniform, and do not want to take the trouble to carry an extra suit, I simply wear the long stockings and the ordinary suit of clothing, only turning the pants up from the bottom making the folds inside while riding, and it only requires a moment's time to unfold them, giving me the regular suit again. They can be thus shortened to knee pants without much trouble, and serve in the capacity of a riding suit as well as a dress suit at the same time.

OMAHA, NEB.

NO. 46,258.



PUNCTURE PROOF BICYCLE TIRE

OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY

NO PUNCTURES TO REPAIR

Catalogue and Sample section of Tire free upon application. Address
THE PUNCTURE PROOF TIRE CO., Quincy, Ill.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say the notice was seen in the *L. A. W. BULLETIN* it will be appreciated by us as well as the manufacturer.

Road Maps.

Servoss' Sectional Road Maps, showing the good roads around the principal eastern cities and popular cycling localities, are growing in popularity. To the touring wheelmen they will be welcome companions.

The Firefly.

The Funk & Wagnalls Co., 30 Lafayette Place, New York, has issued a neat catalogue relating to the "Firefly" bicycle.

Shepherd Mfg. Co.

The above company, 1326 Washington avenue, St. Louis, Mo., issues a 16-page booklet in which the "Chancellor" and "Arabe" bicycles are illustrated and described.

Tubing.

The Pope Tubing Co., Hartford, Conn., has issued an attractive catalogue telling all about tubing in general, and its "fifty carbon steel" tubing in particular. The subject is treated in an interesting manner.

The Little Wonder! A New Cyclometer!

A NOVEL PROPOSITION TO RIDERS:



TWO THIRDS SEER.

A Marvel and Midget in Size and Weight.
A Beauty in Design and Appearance.
A Giant in Strength and Durability.
A Wonder of Completeness, Perfection and Accuracy.
Attached to the Right Side of the Wheel.

Ten thousand miles, independent adjustable trip dial and fractional mile dial, all in an instrument weighing two ounces, and in size as small as the smallest made. Guaranteed to be superior to any other make, or money refunded, and the purchaser to be the judge.

The Climax Special Ten Thousand Mile Cyclometer

Price, \$1.50

With Independent
Adjustable Trip
Indicator and
Fractional Mile Dial.

Any rider having a cyclometer can trade his instrument for ours, and we will allow very liberally for the old cyclometer, set ours to the number of miles indicated by his, and allow him to try it thoroughly; should the same not prove satisfactory, we will refund the money and return the old cyclometer promptly.

If you want the most serviceable and neatest cyclometer, write for a circular and terms, and we know you will not regret it.

SCHLESINGER & YEOMANS MFG. CO.

Mention
L. A. W. Bulletin.

125-137 Rees Street,
Chicago, Ill.

CANADIAN DUTIES ON GUNS, RODS AND CAMERAS.

EDITOR L. A. W. BULLETIN:

Replying to yours, 17 inst., regarding duty on cameras brought by tourists into Canada, I beg to say that a deposit is required of 25 per cent. on cameras, 20 per cent. on guns and 30 per cent. on rods. The value is determined by the customs officer on landing; the value given by the tourist (if at all in reason) is generally accepted. A receipt is given for the deposit, which will require to be endorsed by the customs officer at the port by which the tourist leaves Canada, showing that the article or articles have been returned. This receipt is then mailed to the officer at point of entry, with the tourist's address, and the deposit is then mailed to him. I would suggest if the same arrangements could be made by the L. A. W. for cameras as with bicycles, it would be very convenient and not likely to be abused.

J. A. CLARK, No. 1,615.

THOMAS W. DAVIS, Peoria, Ill., writes:—"In twenty-five months and sixteen days I have ridden 21,691 miles, and have had to buy one new cone in the front wheel, one new spoke, one new crank, ten new balls in one of the pedals, three new pair of sprocket wheels, and four new chains. The first sprocket wheel ran 3,300 miles; the second run 6,300; the third one is still running and has run

That's all:
EVANS'

Nothing
else!



Riders and Repairers.



Tapering Rubber Plugs are the ideal tire menders — cannot slip or be punctured anew. Send five cent stamps for assorted samples. Manufactured only by
BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.

12,091 miles. The last two sprocket wheels were the same kind of gear, 66, but two different kinds of chain; fifteen new tires: three different makes and different kinds, some of them gave out in five hundred miles. One of the front wheel tires ran 8,207 miles; the greatest distance a back tire ran with me was 4,000 miles. This part of the country in summer is very sandy and gritty; very hard on tires and sprocket wheels. The above figures are strictly correct. I have no guess work about what I say. The above figures would not apply to eastern roads."

IDEAL ROADS.

The Good Roads Association of Duval county will make it its business to prepare a Good Roads bill, to be presented to the next legislature for enactment into a law. That's business, and the proper way to get right down to brass tacks.

This is the age of Good Roads, and Florida should not lag behind. The Good Roads movement in Duval county is one that is sure to permeate every county in the State, and we shall not be surprised to see a State convention of Good Roads delegates with every nook and cranny of Florida represented, the outcome of which ought to be systematic road building.

What a magnificent development would result if the counties would unite and say one to the other, if you build a road to my boundary, I'll build

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Darsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I.
Brockton, Mass.



New Roads and Road Laws

IN THE UNITED STATES.

By Gen. Roy Stone, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo. cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - Boston, Mass.

☛ Sent by mail on receipt of \$1.00.

Your Name on Your Wheel

In Gold or Silver, 3/4-inch letters, 15 cents (coin); 3/4-inch initials 10 cents (silver). Post paid with directions for putting on.

Mention the BULLETIN H. H. EMMONS, Box 50, New Alexander, D.

one to yours. The State would soon be gridironed with roads, and every road would be lined with farms, shade trees and hedgerows. The farmer could get his produce to market cheaper and his children to school easier, and the education thus obtained would find its way back into the soil and out of the soil again in more plentiful crops, for education is as essential to the farmer as to him who would attain success in any vocation.

Ideal road building would be sure to bring other blessings. When transportation is made good it is easy to induce the government to put into effect its much-thought-of extension of the postal delivery system to the country. This would enable the farmer to keep in touch with the world, to get his daily paper, and to apply to his business what he reads as constantly as the man of the city applies it to his.

Every county has at its disposal convicts, whose work should be applied only to road building. It would be better if the idea went even further and became enacted into a law that required not only the county convicts to do no other work than road building, but State convicts as well. Under this plan no convict would be made an unequal competitor of an honest wage-earner. — *Times-Union*, Jacksonville, Fla.

THERE are said to be about 500,000,000 Christians in the world, but the real facts are hard for the statistician to get at.



THE MATCHLESS "STEEL GENDRON"

Perfect in every detail of mechanical construction.
SWIFT—STRONG—SURE

REFERENCES:
The thousands of cyclists who ride the "Steel Gendron."

Balance Bicycles are better than most high grade wheels.

Send for Art Catalogue.
Gendron Wheel Co.
TOLEDO, OHIO.

THE HARDY CYCLE COMPANY

Are now offering
the 1897 Model of the

"Hardy" and "Lady Hardy"

BUILT FOR "COMFORT."



Write for Catalogue, illustrating the "SUSPENSION BICYCLE,"

To 42-48 W. 67th Street, New York.

BUFFALO COURIER COASTING CHALLENGE CUP

... WON ON AN

ORIENT

[COPY OF TELEGRAM.]

JULY 18.

WALTHAM, MASS., July 25, 1896.



WALTHAM MFG. CO.,

240 Broadway, New York:

Orient wins Coasting Contest at Cottage City Meet. 20 starters.

WALTHAM MFG. CO.

THEY LEAD THE LEADERS!

THE WALTHAM MFG. CO.

240 Broadway,

Factory, Waltham, Mass.

NEW YORK.

Trenton Cyclometers

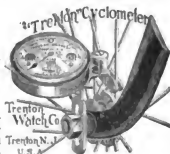
are best, and quality considered, are the cheapest. Made of aluminum.

Three Models
for 1896

Model A registers 1,000 miles and repeats, weight, 2½ oz. Price \$1.00.

Model B registers 10,000 miles and repeats, weight, 2¼ oz. Price, \$1.50.

Model C registers 10,000 miles and repeats, weight, 1½ oz. Price, \$1.75.



TRENTON WATCH COMPANY,

TRENTON, N. J.

BICYCLES AS BAGGAGE.

A prominent official of one of the Western railroads, in writing of the "bicycles as baggage" question, says:

"You know the old saying with regard to a woman convinced against her will,—her opinions have not changed to any perceptible extent; and I believe the association will find that railways arbitrarily compelled to do certain things will hardly do it quite as cheerfully as they would were the result brought about other than by measures of force; and as a wheelman I am against the movement in the direction of forceful legislation, because I do not believe that, strictly speaking, it is within the province of any State to compel railways to transport wheels as baggage. Such laws may perhaps be enacted, and it may be possible to enforce them; but it is unfortunately true that 'might does not always make right.'"

On the other hand, as a railway officer, I am in favor of the railways meeting the wheelmen amicably and upon a mutually satisfactory basis on this question, and I feel that much of the existing opposition to the carrying of wheels grows out of a lack of familiarity with the wheel question. It is a matter of history that the wheel has very suddenly developed into an item of considerable magnitude, and, as I have said to the officers of the companies with which I am connected, I believe it is possible for railways to very materially increase traffic by

offering wheelmen inducements to take a train Saturday night to some point down the road and cover the return trip the following day a wheel; and I believe that if the League will quietly and easily work for results rather than to undertake to arbitrarily force results, that we are going to get better accommodations than will result if the carrying of wheels is accomplished by legislation.

"There are a great many ways of taking the hide off a cat, and even though laws may be passed by all the States in the Union regarding transportation of bicycles as baggage, it is easily possible for the railway companies to keep within the limits of the law, and still the wheelman finds it to his advantage to ship his wheel by express; therefore I counsel moderation and the handling of the subject along thoroughly conservative business lines."

MICHIGAN WIDE TIRE LAW.

AN ACT TO REGULATE THE WIDTH OF WAGON TIRES TO BE USED ON LUMBER WAGONS.

SECTION 1. The people of the State of Michigan enact that all persons who shall have used only lumber wagons on the public highways of this State, with rims not less than three and one-half inches in width, for hauling loads exceeding eight hundred pounds in weight, for the year ending on the first day of June in the year of our Lord eighteen hundred and eighty-four, and each succeeding year thereafter, shall receive a rebate of one-fourth their assessed

CLEAN YOUR BICYCLES with "Three in One."
Prevents tarnishing and rusting. Polishes the frame. The only lubricant for chain and bearings. Never gums; clean to use. Ask your dealer for it, or send 20 cents for sample in a Star Nickel Oil Can.
G. W. COLE & CO., 111 Broadway, New York.

PRIZE MEDALS **JOHN HARRIOTT** 3 Winter St. **BOSTON, MASS.** **PINS**



Watch Charm.

Miniature Bicycle Lantern set with colored stones, nickel, silver or gold plate. Watch chain, facsimile of Bicycle Chain. Price, each, Charm 25c, Watch Chain 50c, complete set, 75c. Stamp.

Katalog FREE.

The Hit of the Season.

An Aluminum Fob.

Every cyclist should have one. 37,000 already sold. Mailed for 25 cents.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Special prices to dealers and agents. Makers of Indiana Chain.

SCORCHER GRIP

The only bag **For Touring.**

Stock size, \$2.50.

Made to fit your frame, \$3.00.

DET. CLEAT CO., 302 Washington St., Boston.



STOLEN.—On night of July 19th, a "New Mail" bicycle, No. 24,113. Please notify owner, **GEORGE MURRAY**, 81 Sewall street, Brookline, Mass.

STOLEN.—Ladies' 1895 Orient, No. 2027, Sager Pneumatic Saddle (damaged); 63 gear; Diamond D tires. Taken from Waltham Mfg. Co.'s store, Newark, N. J. Liberal reward.

STOLEN.—From Harvard College, Cambridge, Mass., on Monday, July 13th, ORIENT bicycle, No. 4,546; gent's; 27-in. frame, Palmer tires; adjustable bar. A liberal reward will be paid for recovery. All agents are requested to keep close watch for it. Waltham Mfg. Co., 340 Broadway, New York.

highway taxes for the year eighteen hundred and eighty-four, and in like manner for each succeeding year thereafter.

SEC. 2. Any person complying with the provisions of section 1 of this act, who shall make and subscribe to an affidavit that he or she has for the year of June the first, eighteen hundred and eighty-four, or on the first day of June on any succeeding year thereafter, have used only such wagons, with rims not less than three and a half inches in width, for hauling loads exceeding eight hundred pounds in weight, on the public highways in this State, shall be credited by the overseer of highways of the road district in which such person resides with one-fourth of the road tax assessed and levied on the property of such person in the road district in which such person resides. And any overseer is hereby authorized to administer such oath.

Approved, June 8, 1883.

This act was amended May 12, 1887, by adding to section 1: "Providing, however, such rebate shall not exceed in any one year three days' road tax for any person."

SOLID GOLD LEAGUE PINS

Of Official Design.



Prices:

\$1.50, \$2.00, \$2.50 (enamel), \$3.00, \$4.00, \$5.00 and \$7.00.

Pretty Stones, medium and small sizes.

Mailed on receipt of price by

C. H. LAMSON - - - Portland, Me.



ALL BICYCLE CHAINS SQUEAK

or they will if not properly cared for. A "squeak" indicates friction—remove the squeak and your bicycle runs easier. The B. & Z. Brush-Top Chain Lubricant is sure to stop it. Ask your dealer, or sample mailed for 25 cents.

BERRAND & ZACHARIAS, Asbury Park, N. J.

HOW BICYCLES ARE MADE

Tools and Processes.

AMERICAN MACHINIST,

250 Broadway, New York,

Publish more matter on this subject than any other publication. Write to them.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

Perfect Mud Guard.

Weight, 14 ounces.

Protects machine perfectly. Can be attached and detached in one minute; indestructible; fits any make. By mail, 50 cents.

E. J. COLE - - - Niagara Falls, New York.

NITRIC ACID FOR MARKING.

EDITOR L. A. W. BULLETIN:

I notice an article on "Bicycle Private Marks" in the last number of the L. A. W. BULLETIN (July 17th), reprinted from the Philadelphia Record, in which it is stated that Mr. John D. Carroll recommends the use of carbolic acid for etching a mark in the steel tubing.

Allow me to say that Mr. Carroll gives his readers some bad chemistry. Please substitute nitric acid for carbolic acid, and then his statement will be much more accurate and the result more satisfactory. Carbolic acid or phenol is not an acid, strictly speaking, or only of very weak acid action, but is chemically classed with the alcohols. It cannot have any such action as described in the above mentioned article, as any one may see on reference to a standard work on organic chemistry, in which it will be described.

No. 72,199.

A love-sick pair who smile and sigh
Are 't like a jug of fierce old rye,
For while the lover coos and bills,
The latter's simply booze and kills

One Million L. A. W.

\$5,000 IN PRIZES

I HAVE believed for years that there would surely come a time when the League of American Wheelmen would have a membership large enough so that by its votes and influence it could actually *do* instead of *agitate*. In a few of the larger states this condition of things is practically in sight, though its complete fulfillment can only wait for still greater numbers.

In nearly thirty of the states of this glorious Union the L. A. W. is struggling for a mere existence. The wheelmen ask for roads and they are not given even a stone. Every now and then laws are passed in some of these states which tend to choke out the little cycling enthusiasm existing. There are in many instances wheelmen enough, but they are not organized; they go, each his way, without realizing that they have a common interest which can only be looked after properly by a union of forces.

It is comparatively easy to get new members for a strong organization, but to make it strong in the first place means work; the first thousand names are apt to come hard.


Suppose a manufacturer or dealer has an article for cyclists which sells for \$2.00. How does he sell it?

He advertises it, of course, but in order to make it go he must follow up that advertising with personal work, personal solicitation.

Now here is the point. There are without doubt, in the United States today, a million persons who would join the League of American Wheelmen if the matter were called to their attention by the right person, in the right way.

Who is in the best position to obtain new members? Naturally the men who sell wheels or something pertaining to wheels. Many of them are doing good work at present, but the incentive in most cases is lacking.

Patriotism is a strong factor in the doing of good deeds. Love of country will prompt a man to much exertion; but however men may differ in other respects, they *all* have stomachs.

 Cash is convertible in comfort.
Money makes men move.



Members Wanted!

\$5,000 IN PRIZES

NOW FOR AN EXPERIMENT!

I propose to offer Five Thousand Dollars (\$5000), to be divided into six prizes, as follows:

First Prize	.....	\$2,000
Second "	.....	1,000
Third "	.....	800
Fourth "	.....	600
Fifth "	.....	400
Sixth "	.....	200

These prizes to be given to the six L. A. W. BULLETIN advertisers who shall, during the calendar year of 1897, send in the largest number of new names for membership in the L. A. W.

The applications, in order to be counted, must be on a special blank, and the competing blanks must have the name of the competitor printed across the end in plain type, and every application received on one of these blanks will be credited to the name which it bears, unless we are otherwise instructed.

The names of the leading six competitors will be printed each week in the L. A. W. BULLETIN, and opposite them the numbers which each have credited to that date.

Attractive advertising matter will be furnished freely to all who desire to enter the competition.

Will publish particulars from time to time in the L. A. W. BULLETIN.

All who *really want* to see the L. A. W. obtain a *million members* are invited to join the procession. Those who are troubled with serious doubts will kindly sit on the fence and see us go by.

A million members within five years is a possibility, and not a very remote possibility either.

If every member would stay in, and obtain but one other member per year, we would have in five years nineteen hundred and twenty thousand members or nearly two millions.

Yours fraternally,

STERLING ELLIOTT.

Publisher L. A. W. Bulletin and Good Roads,
12 Pearl Street, Boston, Mass.



UNCLE NATHAN WONDERS.

I often git to wonderin' about the stars and things;
 An' wonderin' if angels play a harp 'ith golden strings;
 An' wonderin' if preachers see 'at what they say is so —
 'At some is goin' up above an' others down below.

O' course I would n't want t' let the neighbors find it out,
 But lots o' times I set in church an' wonder all about
 The scrippers an' the story o' the apple an' the pair,
 An' wonder where we'd be today without an apple there.

It's mighty tantalin' an' it makes a feller vexed
 To have his mind a wonderin', fergittin' o' the text.
 I'm sure the Lord 'll think a man as wonders mighty mean.
 I wonder why he made yer head a wonderin' machine!

A MIDNIGHT RIDE.

A. CRESSY MORRISON.

It is eight o'clock, and the gas lamps have begun to twinkle merrily. Quiet old Milwaukee has begun its hours of rest. The moon has just pushed its smiling face above the lake and everything invites one to a spin along the winding shore. We decide to start, two of us, with White Fish Bay as a destination. Only six miles. The smoothest of smooth roads skirting a high bluff from which we could see a pathway of silver gilt made by the moon coming towards us across the wide expanse of water.

Up to Juneau place, through Prospect avenue, by the water tower to the toll gate, we spin rapidly along, little dreaming of the long stretch before us ere we should close our eyes in slumber.

We pass the Country Club with its colonial pillars, glistening white and bright lights, gentle strain of music and merry laughter, feminine voices, telling of joy, and then up to the bay, famous of yore for its white fish, where many a dainty banquet is served and many merry-makers find cool and quiet during the heated summer.

Through the little settlement beyond, then in doubt as to whether to recede or return, we discuss the matter and finally decide to go on up to the cement mills, taking the first road to the left after leaving Day avenue, and thence to its termination and through the side path leading over the rolling fields to the woods beyond. Never a fear of the darkness, for the path is good. On through the woods, the moon making deep shadows, with an occasional strip of brightness picturing the fir trees at our feet.

We now stand upon the point. We look back upon the great sweep of White Fish Bay, north towards Fox Point and out for a score of miles across the glistening water. In front the cement mills, ugly and deformed in daylight, but picturesque in the light of the moon. We pass to the left through its deep shadow, across the field to the Fox Point road and thence again left to the Port Washington road.

Again indecision. Shall we return or go on? The spirit is in us. Our blood is up and we decide to go on to Port Washington. It is only twenty miles. There is an inclination to scorch, so over the handle bars we bend, past farm and field, over hill and plain, as in we come to that eminence

which commands the beautiful village lying below. We know the road, so it is safe to coast, and with a rush and twang we spin merrily into town, across the bridge and over to the Wilson House, where mine host Wilson, who is a friend of the wheelmen, offers us some refreshments and suggests that the rooms are ready.

We glance at each other, expressing a mutual understanding, and we say, as if in one voice, "We are not going to stop here tonight; we expect to go on." It is only 10.30 and our thirty miles have simply warmed us to the work, and beyond is thirty miles of the most delightful beach, broadening and narrowing, hard as a macadam floor, leading into Sheboygan. Over river and rivulet, across occasional patches of stone, but on the whole, a most delightful and charming natural wheel path. The wind has arisen and is at our backs. The possibilities of the ride dawn upon us, and the moon, now high in the zenith, seems to beckon onward. With the wind the waves have risen and there is a sweeping and lashing of the shore which makes us dodge their white and creeping foam as it rushes landward.

We must follow the curves of the shore. To our left arise the commanding bluffs, covered with whispering larches.

We can be heard even above the sad monotony of the waves. The pressure of the racing wind increases. We drift along. Now we come to Sucker Brook. We know its sandy bottom and daringly we dash straight into the stream, but no place is deeper than six inches and we simply wet the pedals and withdraw.

Beyond lies Amsterdam, settled by the Hollanders half a century ago, where the fisheries have been conducted. We ride over a heavy tarred net spread upon the sand to dry. We pass a weird, weather-beaten building. Here lies a relic of bygone industry, a rotting fish boat, and clinging to it a single rope which weeps in the wind. Just beyond a flock of birds scud just in front, whitened by the moon.

Now comes the pines. They whisper and the trunks shine like ghosts as the uncanny light strikes them and fairly people the woods with spirits. The wind rises higher and it is really difficult to dodge the waves. There is an occasional dash into the spray. Sand flies from the wheels and there is a suspicious grind, grind in the chain.

Just ahead is Leaver Creek, not much of a torrent, but too deep to ride. As we come to the edge of its dark waters, drifting noiselessly and rapidly into the lake, we wonder who will first dare to wade it; neither waits for the other. Shoes and stockings are soon removed, tied to us, and the wheels held high above our heads and knickerbockers turned up, we start into the torrent and carefully feel our way across. There is a chill in the cold water which seems to reach our very bones, and on the other shore the wind cuts deeper. Shoes and stockings on again, six miles to go, and a level beach before us.

Far out on the lake a lonesome steamer puffs its way. You can see its lights and the long low streak of smoke. Its speed is up. It is a fast boat and we must follow the curves. At first it gains, and then we warm to the work and soon put it far behind.

Straight ahead a glow of Sheboygan light flashes upon us, and then flashes out and repeats itself four times each minute, the guiding star to our destination. Now the lights of the city begin to show themselves. We pass a house or two, and then another, when, howling to the moon and rushing lakeward, comes a dog, its antics queer and uncanny. It crosses our path; we stop to watch. Out into the lake rushes the frightened creature and swims steadily beyond the surf. Then its efforts relax and in silence it sinks beneath the waters, and we see that phenomenon of canine suicide. There is a creeping sensation which pervades us, — a nervous anxiety to reach our destination and the surroundings of civilized life.

We turn to the left and reach the main road. Shortly we strike the pavement of Sheboygan, and one or two pedestrians whom we pass look at us in a sacred and anxious way, wondering what wild sprites of night are invading so peaceful a community at this unearthly hour.

As we push up the hill the swish, swish, swish of our wheels keeps time to our pushing pedals, and in a moment we are about to stop in front of Hotel Foester, when bang goes the tire and we stop.

MILWAUKEE, WIS.

FROM CHICAGO EASTWARD.

In answer to inquiries for a route from Chicago eastward: I would say follow Cottage Grove avenue car track to Roselawn; then to Kensington. From here you can ride between the double tracks of the Michigan Central Railroad well into Michigan. If going to Valparaiso, leave railroad at Lake station and pass through Wheeler. If going the shortest way to Laporte, leave railroad at Porter and go through Chesterton and Otis.

If this direction is not explicit enough, I will cheerfully answer any inquiries so far as I am able.

J. W. McLELLAN, No. 92,686.

VALPARAISO, IND.

EDITOR L. A. W. BULLETIN:

A queer accident happened away off here in Atchison, and I thought the readers of the BULLETIN would like to hear of it.

My brother was out riding last week, and seeing an old rooster in the road, he thought he would scare it. He did, but ran over the fowl and punctured his tire on the rooster's spur without hurting the bird in the least.

GEO. BARRETT, No. 113,134.

ATCHISON, KAN.

RENEWALS may be sent in any time, whether your membership has expired or not.

TOURING IN NOVA SCOTIA.

EDITOR L. A. W. BULLETIN:

I am receiving so many letters asking for information which I offered to give, that I beg you to publish the following about Nova Scotia:

The South Shore route — from Yarmouth to Halifax, via Shelburne and Liverpool — is not specially recommended. If taken, the route should be as follows: *Thursday* — to Barrington, 50 miles, not taking the nine miles wood road; stop at Barrington House. *Friday* — Shelburne (J. W. Errington's, dinner) and Lockeport, Sea View House. Take steamer which runs from Lockeport to Liverpool Friday night. Liverpool to Bridgewater, fair road; good for this section. Train to Mahone, arrive at three o'clock afternoon. Wheel to Chester; fine roads; stop at Manning's. Wheel via St. Margaret's Bay to Halifax; stop at Halifax Hotel. Wheel to Bedford; train from Bedford to Mt. Uniacke; all up hill. Wheel via Windsor, Wolfville, Canning to Kentville; train Kentville to Middleton; some sand. Wheel via Grayville to Annapolis; good roads; stop at Cameron's. Wheel south shore of Annapolis Basin to Digby; finest scenery, hilly but fair road; stop at M.ss Short's. To Weymouth, Goodwin House. Yarmouth can be made the same evening, and the road is good. To get the best roads, however, it is recommended to start north from Yarmouth; take the Annapolis Valley to Land of Evangeline, to Halifax, and return via Truro, Moncton and St. John. No charge for wheel on steamer, and L. A. W. members showing tickets pay no duty.

W. H. S., No. 2,410.

A FRIENDLY TIP.

Wheelmen desiring to have high-grade wheels carefully washed with hot water should interview the porter at the Delaware House, Port Jervis, while passing that way. He does it very thoroughly and completely, and in some cases the wheel can be used afterward as a party who stopped there July 4 discovered next morning. No. 108,555.

EDITOR L. A. W. BULLETIN:

I would like to see more courtesy on the part of wheelmen on the road, especially toward ladies and aged men who are driving a horse that is fiery and nervous, for there is nothing that is so likely to frighten a horse as a bicycle coming swiftly toward or past him; and quite often do I see a wheelman fly past a buggy like a whirlwind and frighten both horse and driver.

Now if we should say that such was an ungentlemanly act the wheelman would feel hurt and offended. Whenever I meet or pass a horse in rural districts I always dismount, and many times my action causes the driver to thank me kindly for so doing, and the time I lose is comparatively nothing.

We must remember that there are others who have rights as well as we.

WM. M. THOMAS, No. 112,870.

BENTON'S FERRY, W. Va. July 15, 1896.



If snow-crystals hung in the sun-blistered trees,
The iceman could go to where'er he might please,
And we'd all be divorced from the straw and the spocn,
That we're wedded to now in the ice-cream saloon;
Growling,

Howling,

All out of breath,
Sorry we can't all be frozen to death
And be put in a place where the blizzard might blow,
And blanket our grave with the beautiful snow.

THE BEAUTIFUL SNOW.

NIXON WATERMAN.

Oh, the snow! the beautiful snow!
'T would gladden us now if it only would
blow
About through our whiskers and bank up the
street
Where people are fanning and fighting the heat;
Panting,
Ranting,
Blankety-blank!
Hunting a bar or an ice-water tank,
As they growl at each other their burden of woe
Because they can't wade through the beautiful
snow.

Snow in the winter is all very well,
But we'd all like it better, by far, if it fell
In the midst of the summer when everything
fries
And there's not a cool breath in the earth or the
skies:

Sweating,

Fretting,

Everyone mad,
Excepting the iceman, who says he is glad,
Which leads us to hope that sometime he will go
To a place where they never have beautiful snow.

Oh, who would n't, rather than sizzle and scorch,
Shovel the snow from the walks and the porch?
And who does n't long for that period when
We'll all go to wearing ear-muffers again?

Sighing,

Frying,

Gosh! ain't it hot
In spots that are sunny and those that are not!
The north pole is where we would all like to go
Until the return of the beautiful snow.

FARMERS AND THE WHEEL.

At a recent monthly meeting of a farmer's club, held near Anderson, Ind., every farmer who spoke at the meeting referred to the necessity and justice of keeping the roads in proper condition for bicycles. A number of intelligently written papers on building and repair of roads were read, in all of which the bicycle was referred to in the kindest terms. The farmers of the great State of Indiana are learning the value of good roads, and they do not intend to have them otherwise, just to keep "them bicycle cranks" from riding on them.

Wheelmen everywhere should do all they can to engender the kindest relations between themselves and the farmers. When horsemen and wheelmen and farmers come to a clearer realization of the truth that they are all working in one common cause, Good Roads, they will achieve results that will be very gratifying. At the present time each

class entertains a mistaken notion regarding the intelligence of the others and the justice of their claims for recognition.

MORE SMALL CHANGE.

GEORGE F. SCHREYER.

MAKERS of bicycle road maps paint a good many towns red; but here's where they draw the line.

THE statement of bikers who profess never to have had a fall should be taken with more than a grain of somersault.

CARDINAL points cannot puncture tires, but they show which way the wind is coming from your pneumatic tube.

"It's an ill wind," etc., said the repairer, as he put in a plug.

NEW YORK.



"THE GUARANTEE."

THE SHENANDOAH VALLEY.

EDITOR L. A. W. BULLETIN:

I would like to warn all L. A. W. members, through your columns, not to take the old famous ride from Waynesboro, Pa., to Staunton, Va., through the Shenandoah Valley, expecting to find the pike in good condition. The road-mending season in that section seems to last all the year round, and road mending consists in breaking stone to about the size of egg coal and spreading over the road; there it ends. Wagons, carriages and wheels can travel over it and grind it down, or, as they usually do, go out in the grass and mud and travel round. Such a thing as a top dressing of fine ground stone, rolled in, does not seem to meet with their approval. I can speak feelingly, as I have just returned from a trip up the valley and the road menders (save the mark!) were at work from one end of the pike to the other, and smooth stretches of road, free from broken stone, were few and far between. The road from Staunton to Natural Bridge, Va., is almost impassable in rainy weather, being a clay road. My companion and myself spent a whole afternoon in covering fourteen miles, and gave up in despair. It required a dismount every few minutes to dig the mud out of the front fork, so the wheel could revolve. We struck the valley during the last week of a six weeks' rainy spell, so the residents informed us. The ride up the valley is well worth the trial, but the roads are *not* in the *At* condition that the road books say they are.

No. 68,146.

NEW YORK TO WASHINGTON.

EDITOR L. A. W. BULLETIN:

The route from New York to Washington, as given in the L. A. W. BULLETIN of July 17th, seems to me the best so far, but I would suggest as an amendment that at New Market, Md., the tourist

THE GUARANTEE.

Ye makers of the bicycle, prepare us a machine

In every part the lightest and the strongest ever seen.

One that can bear the burden of most any sort of load,

And never halt nor hesitate on any kind of road.

The wheels you now provide for us, as you must plainly see,

In making good the promise of your sweeping guarantee,

Will (you have heard the sorry tale repeated o'er and o'er)

Go all to pieces on a road as level as a floor.

"PLEASED to have met you," said the man to the sight draft he had just paid.

The pneumatic tire never complains of its bill of air.

branch off to the south, and make direct for Washington. The distance is about forty miles, and the roads fairly good for the first twenty and excellent pike thereafter. The route from New Market lies through Moravia, Damascus, Laytonville, Olney and Sligo, entering Washington on 7th street.

HARTFORD, CONN., July 18, '96.

No. 95,146.

SIDE PATHS vs. ROADS.

EDITOR L. A. W. BULLETIN:

Yes, side paths by all means. Don't wait for good roads. They'll soon be spoiled again, and we've waited long enough anyway. With good paths we can ride *many weeks more every year* and much easier all the time. No rain would spoil it. We would be out of the way of horses and wagons, out of dust and danger incident thereto, and lives would be saved. The cost is but trifling compared to roads, and will wear ten times as long. Side paths will ornament the road.

We can't wait for good roads. A side path while we are alive is much better than a good road after we are dead.

A. T. COOK, No. 32,450.

EDITOR L. A. W. BULLETIN:

Please inform me through the columns of the BULLETIN if the corporation has a right to tax a wheel when they do not tax a man's pleasure carriage.

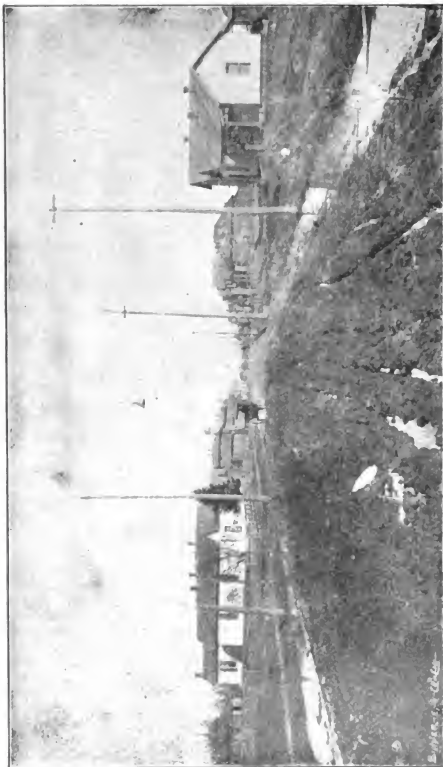
No. 74,361.

ERIE, PA.

Ans. Such a right may exist legally, but it has no standing when considered morally. The remedy lies in the local ballot box.

HAVE you made anyone happy today?

TIME is money. That's why life is short.



HOW WOULD YOU LIKE TO LIVE IN "MUDVILLE?" THERE ARE LOTS OF THEM.

"MUDVILLE."

The little town of Mudville 's a quiet little place,
And what they call their main street is really a disgrace;
And once a fellow goes there he never will, I know,
Return again as long as there 's some other place to go

The farmer folks fight shy of it and market all their loads
In other places further off but having better roads;
And while the other towns improve at quite a rapid pace,
The little town of Mudville remains a quiet place.

THE bicycle's proper size is exercise.

PEOPLE would forget about fixing the road if the bicycle did n't keep jogging their minds.

OPINIONS differ regarding most everything, but a bad egg never struck anyone favorably.

NO COMMUNITY can cut down its taxes by cutting up its highways with narrow-tired wagons.

THE Western farmers are again fighting the twine trust with which they are not in a cord.

IF DEATH loves a shining mark why do so many bald-headed men escape?

IF THE women of this land ever vote for president, the man who invents the best mouse-trap will be elected.

A DETERMINED will always wins. A hen that is set in her way will succeed.

Why She Spurns Us.

In sticking to Victoria, Miss Canada expects
To get more from her V than what she might get from annex.

THE pneumatic-tired wheel is a round of pleasure.

"RICHES have wings." It's easy to make the money fly — if you have it.

A WIDE tire maketh a smooth road, but a narrow tire rippeth up the highway.

Political "straws" are good for showing
Which way the orators are blowing.

Fix it so you won't have to repair to the repair shop any oftener than you have to.

It takes, in this old, wobbly world,
Where Chance with Fortune flirts,
Just lots of sand, we understand,
To get one's real deserts.

A FEATURE never before tried at a national meet will be the issuing of temporary membership tickets to all who apply for membership in the League during the Louisville Meet. These tickets will entitle the holders to all privileges enjoyed by League members. The plan was suggested by Secretary Abbot Bassett.

THE Pottstown, Pa., Council passed an ordinance restricting the privileges of bicycle riders by reducing their speed on the highways, and other limitations. The ordinance was vetoed by Chief Burgess Eck, in which he says: "The high rate of speed attainable makes the bicycle a desirable means of locomotion in many pursuits of business, and to restrict its speed would rob it of much of its usefulness."

A FEATURE of the Louisville entertainment will be a balloon race, conducted by aeronauts mounted on bicycles, instead of the old-fashioned trapeze. The wheels are attached to the parachute, and when cut loose from the balloon the race begins. One large cycle company has asked for the privilege of making a balloon ascension each day, and issues a challenge to any other company for a balloon race.

To elevate the stage
Is with many all the rage.
They wish to lift it higher, they assert;
But we fear how e'er they try,
It will never be so high
As to meet the naughty ballet dancer's skirt.

MUCILAGE won't help the clock's tick.

TO REMOVE RUST STAINS.

EDITOR L. A. W. BULLETIN:

To remove rust stains from clothing, wet the spots with a solution of oxalic acid, made by dissolving a level teaspoonful of the crystals in half a tumbler of water. This application is renewed until the spots disappear; the acid is then washed out with water. Finally the spot is again sponged with a dilute ammonia, — half a teaspoonful of "household ammonia" to half a tumbler of water — allowed to dry, and pressed.

It should be borne in mind, however, that oxalic acid is a poison — when taken internally in sufficient quantity — and its solution and the crystals must be carefully labelled and kept out of the children's reach.

No. 105,541.

MASS. INSTITUTE OF TECHNOLOGY.

MR. FRED PATEE, of Peoria, is pushing his plan for building a bicycle path from his city to Chicago, 163 miles. It will be built of cinders, and, when completed, will be one of the finest rides in the land.

The Trump Cyclometer

The Most Perfect Recorder Made
for Bicycles.

NEAT		REGISTERS
—		10,000
NATTY		MILES
		BY TENTHS
NOISELESS		WEIGHS
—		LESS THAN
CAN BE		2 OZ.
SEEN AT		—
A GLANCE		Water Proof
FROM THE		—
SADDLE		Dust Proof

Retail Price \$1.50.

Send for Catalogue which contains other
wheel novelties.

THE WATERBURY WATCH CO.

WATERBURY, CONN.

The Policeman's Soliloquy.

I'd like to pull those bums, bedad,
Whose ways are low and coarse,
But I used up all the pull I had
In getting on the force.



It is the intention of Humber & Co., America, Limited, to establish during the fall of 1896 a branch retail depot in every prominent city of the United States. Applications for the position of Manager for each city will be received until September 15. Salary and percentage on sales will be given desirable men. Applicants must state general business experience, (experience in the cycle business not a necessary requisite.) Satisfactory references as to character, reputation, business and social connections, capabilities, and business diligence, together with bonds, will be required of each manager.

"The Cyclists' Companion" is a very compact and comprehensive book on how to ride, touring, care of wheels, dress, health notes, training for races, trick riding, etc. Ten cents. Cyclists' Companion Publishing Co., 1813 N. 16th street, Philadelphia.



WIDE TIRES IN THE OLDEN TIMES.

BY HORACE J. SMITH.

I have by me the "Act for Making an Artificial Road from the City of Philadelphia to the Borough of Lancaster," and as this was the first turnpike in the United States, it would be of interest to cull some items from it. He was a man of tremendous courage who first suggested the idea of making a stone road



HORACE J. SMITH.

for seventy-five miles:—as grand a conception for that era as it was in 1861 to conceive the idea of making a trans-continental railroad. The artificial road act authorized the president, managers and company "to erect such and so many gates or turnpikes upon and across the said road as would be necessary and sufficient to collect the tolls and duties," and to "appoint toll-gatherers to collect the tolls;" and, if necessary, to stop persons "until they shall respectively have paid the same." Then follows the rates for each ten miles on cattle, sheep and hogs, horses, pleasure wagons and "chariots;" then it proceeds: "for every cart or wagon, whose wheels do not exceed the breadth of four inches, one-eighth of a dollar for each horse drawing the same; for every cart or wagon, whose wheels shall exceed in breadth four inches, and not exceed seven inches, one-sixteenth of a dollar for every horse drawing the same;" those which "shall roll

more than ten inches, five cents for every horse." * * "Those which shall roll fifteen inches, three cents for every horse;" and it was further enacted that "no wagon or other carriage with four wheels, the breadth of whose wheels shall not be four inches, shall be drawn along the said road between the first day of December and the first day of May following with a greater weight thereon than two and one-half tons, or with more than three tons during the rest of the year." Seven-inch wheels might carry from three and a half to four tons. Ten-inch wheels might carry five to five and a half tons. No cart or two-wheeled carriage with wheels less than four inches should carry more than one and a quarter to one and a half tons; with wheels seven inches, two and a half to three tons. Ten-inch wheels, three and a half to four tons. The company also exercised the right to have weigh scales at the toll gates and to compel wagons to drive on these scales so as to regulate the toll. Thus in 1792 the State of Pennsylvania and this (for the time) great corporation recognized the fact that there should be a relation between the width of the tire and the weight of the load. Now it is evident that a cycle or a buggy with two people exercise no destructive influence on a stone road; while a heavy load on a narrow wheel cuts through the surface metalling like a plough and lets water down into the substratum of the road.

It was further enacted that the said company shall cause posts to be erected at the intersection of every road falling into and leading out of the said turnpike, with boards and an index hand pointing to the direction of such road; on both sides whereof shall be inscribed in legible characters the name of the town, village or place to which such road leads, and the distance thereof, in computed miles." We may score another for the wisdom of our Pennsylvania forefathers.

And it was still further enacted that "the said company shall cause mile-stones to be placed on the side of the said road," etc. Score again for the fathers.

"CITY squirts"—street sprinklers.

A MUDDY road is a continuous toll-gate.

EVERY ounce of mud on the wheel adds something to the farmer's tax.

VOTE for the man who wants good roads—if he's all right otherwise.

HONOR to whom honor is due. Let us be understood as saying that some roads are worse than others.

It is said that the farmers near Middletown, Del., trim their hedges and throw the thorns in the road where they puncture tires; but we can scarcely believe it.

League of American Wheelmen

.. Official Department ..

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12 PEARL STREET, - - - BOSTON, MASS.

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Size of cut. Enamelled front in colors. Mailed to any address for thirty-five cents.

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Mailed to any address for twenty-five cents. The same button with catch pin for ladies' use.

Send orders for the above to

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Postage stamps above the two-cent will not be received.

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DEAR SIR:—I enclose find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., twenty-five cents for the purchase of the L. A. W. BULLETIN AND GOOD ROADS, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that you issue to me a membership card under the provisions of Articles III and VII of the L. A. W. constitution.

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Name _____
City _____
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Street and No. or P. O. Box _____
City or Town _____
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Date of Expiration _____

City and Division in which my home is located to which I should be attached. *Ballot will be stopped at date of expiration. I've had 90 days in which to renew.*

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Write references on margin below.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

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VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "veteran" in enamel.

All orders must be sent to the secretary accompanied by the price of bar, \$5.50. Bar with gold badge attached, \$5.50. Members holding numbers less than 2450 may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and moderate in price. It is of celluloid, steel bound, and it exhibits both sides of the ticket without exposing it to wear. It will be sold for ten cents.

RACING BOARD.

Mr. Charles H. Fenner has resigned as handicapper of Louisiana. Pending the appointment of a new handicapper for that State, race promoters will obtain their handicaps from Lee Richardson, Hickory, Miss. Evansville, Ind., gives up National Circuit date of August 5, and is signed to Nashville, Tenn. By vote of the Racing Board, suspension placed upon Albert School, New York city, N. Y., has been reduced to expire August 1.

By vote of the Racing Board, the suspension from all track privileges placed upon E. H. Tezlam, Toledo, O., has been removed.

Suspended Pending Investigation.

F. F. Goodman, New York city, N. Y.
W. T. Bonfield, Indianapolis, Ind.
W. L. Eckhardt, Baltimore, Md.
Gunder Abbott, Palmer, Abbott, W. M. Gypol, Samuel Young, Clyde Swick, R. J. Godfrey, J. J. Godfrey, M. Kennedy, B. T. Bringer, M. D. Bringer, E. J. McCall, J. T. Nolan, Jr., V. A. Rodrigue, Jr., New Orleans, La.; also, Judit Tish, New Orleans, La.
Morry Knass, Buffalo, N. Y.
Arthur Schaefer, Weatherly, Pa.
H. Kousc, Weatherly, Pa.
C. Steigewalt, Weatherly, Pa.
T. J. Trumbore, Weatherly, Pa.
— Sendel, Weatherly, Pa.
— Premer, Weatherly, Pa.
— Metzger, Weatherly, Pa.
Herman Taylor, Boston, Mass.
Thomas Foulds, Springfield, Mass.

Sanctions Granted.

Aug. 3—Osgood & Coledge, Gardner, Mass.
Sept. 25—Osgood & Coledge, Gardner, Mass.
Aug. 23—Berlin Agricultural Society, East Berlin, Conn.
Aug. 15—A. P. Woodward, Jackson, Conn.
Aug. 18—T. A. W. W., Danbury, Conn.
Aug. 24—Sportsman's Park Association, Hannibal, Mo.
July 31—Ow Cyclists, Kansas City, Mo.
Sept. 6, 10 and 11—Trumbull County Agricultural Society, Warren, O.
Aug. 4—McClure Cycle Club, McClure, O.
Aug. 5 and 6—Boyle County Cycle Club, Danville, Ky.
Sept. 7—Nashville Athletic Club, Nashville, Tenn.
Aug. 4—Occidental Cycle Club, South Bend, Ind.
Sept. 7—M. C. A. Dayton, O.
Aug. 6—Ivanhoe Athletic Club, No. 7, U. R. K. of P., Steubenville, O.
Aug. 23—Atalanta Wheelmen, Newark, N. J.
Aug. 5—H. E. Bartholomew, Hamilton, N. J.
Aug. 15—Mercury Wheelmen, Allentown, Pa.
Aug. 4 and 5—Boys' Brigade, V. M. C. A., Allentown, Pa.
July 31—J. C. Carson, Charlotte, N. C.
Aug. 23—Ow Wheelmen, Jersey City, N. J.
Sept. 7—Hammonton Athletic Club, Hammonton, N. J.
Aug. 15—F. A. McClure, Barnesville, Pa.
Aug. 15—Berwick Bicycle Club, Berwick, Pa.
Aug. 5—H. N. Horn, Titusville, Philadelphia, Pa.
Sept. 23, 24 and 25—Allen Wheelmen (Lehigh County Fair), Allentown, Pa.
Aug. 12—Milton Wheelmen, Milton, Pa.
Sept. 15, 16 and 17—Cape May County Fair Association, Cape May Court House, N. J.
Aug. 10—Homestead Cyclists, Homestead, Pa.
Aug. 5—Democratic and Clumoral Wheelmen, Rochester, N. Y.
Aug. 4, 5 and 6—Middleton Driving Park, Middleton, N. Y.
Aug. 8—Dolphin Lodge, 224, Schenectady, N. Y.
Aug. 21—Medina Cyclers, Medina, N. Y.
Sept. 23, 24 and 25—Queens County Agricultural Society, Jericho, N. Y.
Sept. 28—Wayne County Agricultural Society, Lyons, N. Y.
July 31—William Krafe, Worcester, Mass.
Oct. 8—Danbury Agricultural Society, Danbury, N. Y.
Sept. 13 and 14—C. H. Stevens, Sheldon Junction, Vt.
Sept. 22, 23 and 24—Bristol County Fair, Taunton, Mass.
Aug. 14—Thread City Cyclers, Williamstown, Conn.
Sept. 7—Rollstone Cycle Club, Fitchburg, Mass.

Aug. 17—Brotherhood of B. M. and I. S. Builders, Highland Lake, Mass.
Aug. 15—Spindle City Wheelmen, Lowell, Mass.
Aug. 8—L. R. Haggood, Westboro, Mass.
Sept. 7—Westboro Agricultural Society, Westboro, Mass.
Aug. 6—Erie Wanderers, Erie, Pa.
Aug. 5, 6 and 7—Driving Park Association, Mendota, Ill.
July 31, and Aug. 1—Young Cycle Company, Joliet, Ill.
Aug. 22—Royal Cycling Club, Chicago, Ill.
Aug. 5—Kewanee Wheelmen's Association, Kewanee, Ill.
July 31—Kosauqua Athletic Club, Kosauqua, Ia.
Aug. 7—Illinois Valley Fair Association, Griggsville, Ill.
Aug. 1—Acorn Lodge, Milwaukee, Wis.
Sept. 10 and 11—Jerseyville Cycling Club, Jerseyville, Ill.
Aug. 26—Mason City Wheelmen, Mason City, Ia.
July 31—Northwood Cycling Club, Northwood, Ia.
Aug. 5—Eldora Athletic Association, Eldora, Ia.

Declared Professionals.

F. H. Pratt, Lawrence, Mass., and clause (f). (Vote of Racing Board).
F. C. Ramsey, Erie, Pa., own request.
C. W. Wilson, West Bay City, Mich., own request.
E. A. Gurber, Denver, Col., clause (b).
W. A. Shaver, Denver, Col., clause (b).
O. Q. Dennis, Denver, Col., clause (b).
C. S. Price, Denver, Col., clause (b).
L. C. Wahl, Colorado Springs, Col., clause (b).
W. W. Phelps, Cambridge, Md., clause (c).
F. O. Porter, Newton, Mass., clause (b).
H. H. Krupps, Ulrichville, O., clause (b).
L. C. Johnson, Cleveland, O., clause (b).
E. C. Johnson, Cleveland, O., clause (b).
F. H. Hall, Detroit, Mich., clause (b).
Dr. A. I. Brown, Cleveland, O., clause (b).
F. B. Rigby, Toledo, O., clause (b).
O. G. Erickson, Camryn, Minn., clause (b).
F. W. Case, Marshall, Minn., clause (b).
R. J. Elchinger, Clear Lake, S. Dakota, clause (b).
Charles T. Jenks, Madison, S. Dakota, clause (b).
H. L. Dodge, Brookings, S. Dakota, clause (b).
Charles E. Ross, Haverport, Ia., clause (b).
J. E. Sullivan, Lincoln, Neb., clause (b).
Eugene M. Spike, Chicago, Ill., clause (d).
Earl T. Jackson, Cedar Rapids, Ia., clause (d).
Charles E. Burns, Leominster, Mass., own request.
F. W. Hulse, Westport, Ind., own request.
E. F. Simpson, Philadelphia, Pa., clause (b).
Edw. W. Finn, Scranton, Pa., clause (b).
M. M. Coyne, Scranton, Pa., clause (b).
Andrew Luffberry, Jr., Philadelphia, Pa., clause (b).
C. W. Topham, Philadelphia, Pa., clause (b).
B. H. Peck, Philadelphia, Pa., clause (b).
O. P. Nelson, Chicago, Ill., clause (d).
Tom E. Davis, Chicago, Ill., clause (d).
Edw. Y. Herik, Chicago, Ill., clause (b).
Earl Hart, Chicago, Ill., clause (b).
Phil Harth, Jr., New Rochelle, N. Y., vote of Racing Board.
S. J. Harvey, New Haven, Conn., clause (b).
A. A. McKelvey, Springfield, Mass., clause (b).
F. McDonald, Brooklyn, N. Y., clause (b).
L. A. Solive, Jr., Fort Richmond, N. Y., clause (b).
M. M. McKorkle, Fort Smith, Kan., clause (a).
Bert Phillips, Plymouth, Neb., clause (a).
George McCune, Harry Peters, Dump Oaks, William Jordan, Herbert Leach, William Draper, Drew Fritts, Lew Stark, Metropolis, Ill., and Ollie Jordan, Strongsville, Ill., under clause (a).

Suspended.

For false entry, in a novice race after having won a prize, Isaac Namberger, Tonawanda, N. Y., is suspended from all track racing for thirty days from July 13.
For competing in unannounced races, the following are suspended from all track racing for thirty days from July 15:
Frank Ball, Freeman Lake, Ed Thompson, Rice Lake, Wis.; Herman Taylor, Harrison, N. Y.; Herbert Clarke, Paul Hodges, Louis Higin, John Raymer and Jacob Regez, Monroe, Wis.
H. Scherier, Charles Benzen, R. Pierson, T. Duffy and Charles Buckle, Detroit, Mich.
Clint Lansberry, George Risinger, Ray Hookman, Anderson, Ind.; Charles Tharp, Mack Poland, A. L. Hilborn, Jack Caruthers, Frankton, Ind.; Albert Mount, Elwood, Ind.
William Leung, James Eisenlower, William Edes, John Strub, Dennis Gelret, George Brownback, Ed. Schraud, Daniel Wernel, George W. Werley, Wilson Hafer, James M. Long, Jacob Baltheiser, John Esche, Reading, Pa., E. Quimby, Milton, Mass.
For competing in unannounced races following are suspended for thirty days from July 15:
E. J. Donnell, Henry Meyer, W. Osgood, C. S. Montgomery, C. E. Miller, and R. Miller, Brooklyn, N. Y.
For competing in unannounced races, following are suspended for ninety days from July 15:
Frank Browning, Harry Ringer, Mart Denon, Charles Boyd, S. A. McDonald, Rocky Ford, Colo.
For competing in unannounced races on Sunday, R. N. Lukens, Anderson, Ind., has been suspended for ninety days from July 15.

For competing in unannounced races, following are suspended for sixty days from July 15:
James Dunn, H. S. Wessel, George Opre, Frank Oarish, Quincy, Mass.; W. J. Huckleby, East Haverhill, Mass.; Robert Chubb, Negosset, Mass.; W. B. Skumpp, Milton, Mass.; W. E. Roberts, East Weymouth, Mass.
For competing in unannounced races with women riders, at Scranton, Pa. R. C. Chadway, of New York is suspended for sixty days from July 15.
For competing in unannounced races, E. W. Finn and S. M. Coyne, Scranton, Pa., are suspended for sixty days from July 15.
For competing in unannounced races after winning, the following are suspended for ninety days from July 15:
E. H. Forney, C. A. Snider, F. B. Glimpse, Frank Jackson, O. H. Fry, C. H. Forney, Abilene, Kan.
For competing in unannounced Sunday races, following are suspended for six months from July 17:
Arthur Deagon, W. A. Sharrot, Emile Gonzales, A. G. Lobdell, G. F. Vallette, L. Genella, New Orleans, La.
For competing in unannounced Sunday races, following are suspended until January, 1908:
For competing in races not officially handicapped, following are suspended for thirty days from July 15:
F. R. Nanamore, Petersburg, N. H.; George W. Leigh, C. A. White, C. P. Grimes, George Atwater, D. R. Hallowell, N. H.; D. J. Genagra, Hillbush, N. H.; Albert Walden, Hillbush, N. H.; Village, N. H.; F. E. Gregg, Henniker, N. H.; Greenwood, Dutton, N. H.
For competing in unannounced races, J. C. Wernegreen, Malden, Mass., is suspended for thirty days from July 17.
For competing in unannounced races following are suspended from all track races from July 18:
George McCune, Harry Peters, Dump Oaks, William Draper, Herbert Leach, William Jordan, Drew Fritts, Lew Stark, Metropolis, Ill.; and Ollie Jordan, Strongsville, Ill.
The National Circuit Meet at Dayton, O., is declared off.
Referees are cautioned against excusing entries in handicap races unless for good and sufficient reasons, such as would prevent the rider from competing in other events which follow. Referees are also requested to see that riders not starting in handicaps and not excused are reported to the member of the board in charge of the district.
The attention of riders is called to this rule concerning entrants in handicap races to start unless excused by the referee. There will be no excuse on the track for a suspension from the track will follow its violation.

OHIO DIVISION.

The sixteenth annual meeting of the Ohio Division held at Dayton, July 2, 3 and 4, 1905. As per call of chief counsel, the business meeting was held on the evening of July 2, 1905, at 8 o'clock, and was called to order by Chief Counsel Reed, at 8 p. m., July 2. The chief counsel appointed an auditing committee composed of:
S. L. Ghafter, Fortoria; W. G. Saxton, Canton; O. F. Henry, Marietta; and a credential committee composed of M. J. Heintz, Cincinnati; M. W. Bliss, Jr., Columbus; M. G. Gill, Toledo.
On motion, the meeting adjourned to 8 a. m., Friday, July 3rd, same place.
Met at 9 a. m., July 3rd, chief counsel in the chair.
REPORT OF SECRETARY-TREASURER.
The receipts of the division for seven months ended June 30, 1905:
Balance on hand Dec. 1, 1905, \$2,545.44
Jan. 1, 1906, interest on deposit in savings bank 1.50
Jan. 6, 1906, cheque from Abbott Bassett 348.12
April 2, 1906, cheque from Abbott Bassett 275.00
June 10, 1906, label buttons sold 1.50
June 30, 1906, interest on deposit in savings bank 31.65
Total receipts \$2,512.46
EXPENDITURES.
Expenses, delegates to board meeting, Dec. 7-8, 1905 \$212.48
Expenses, delegates to national assembly 276.05
Salary chief counsel, six months 100.00
Postage Dec. 7-8, 1905 10.00
Printing 130.43
Rebate to League clubs 37.74
Prizes for new members 140.42
Office expenses 1.50
Copy check board law 1.50
Sundry expressages 4.03
Railroad fare, S. L. Ghafter, Toledo (see "Prize" expenses to Cincinnati) 2.40
Expended on account, new Road Book 235.62
Total expenditures \$1,373.77
Balance on hand \$1,138.69
Due from A. Bassett, Secretary, about \$1,000.00
A. actual balance of \$2,000.00.

W. C. Munro,
M. G. Heintz,
G. M. Crawford.

Nominations of officers for the ensuing year being
in, Chief Consul Reed resigned the chair to Dr.
Reed, and on motion was granted the privilege of
addressing the three executive officers for the ensuing

On motion, the meeting was adjourned.

be held at Pittsburgh, on August 17, 18 and 19. An elaborate programme of entertainment has been prepared which will be absolutely free to all division members.

P. S. COLLINS, Sec.-Treas.

B C ROGERS, Chief Consul.

2,600 - ILLINOIS DIVISION - 3,000.

Can you secure three applications? If you can I will

send you a beautiful ticket holder for your membership card. And better still, for *five* applications I will send you an L. A. W. Combination Bicycle Lock.

Do not wait, but start in at once for these prizes.
Local consuls and members competing for the above

Remember all applications must be sent direct to me

GEO. D. LOCKE,
Sec. TREAS., Ill. Div., L. A. W.

119 West Pearl St., JERSEYVILLE, ILL.

Including renewals from July 24 inclusive.

Alabama	1	Nevada	6
Arizona	3	New Hampshire	6
Arkansas	1	New Jersey	66
California	9	New Mexico	281
Colorado	9	New York	21
Connecticut	9	North Carolina	2
Delaware	2	North Dakota	3
District of Columbia	1	Ohio	23
Florida	31	Oklahoma	10
Georgia	10	Pennsylvania	83
Illinois	15	Rhode Island	13
Iowa	16	South Carolina	3
Kansas	5	South Dakota	5
Kentucky	1	Tennessee	2
Louisiana	5	Texas	6
Maine	10	Utah	2
Maryland	10	Vermont	1
Massachusetts	10	Virginia	1
Michigan	25	Washington	39
Minnesota	25	West Virginia	1
Mississippi	1	Wisconsin	39
Missouri	6	Wyoming	1
Montana			
Nebraska			

MISSOURI DIVISION.

ROLL OF HONOR: QUARTER ENDING JULY 1, 1896.

During the past quarter, new members have been sent in by the following named members:

- 21—Robert Holm.
- 18—Chas. Fenchensch.
- 17—J. O. Moon.
- 16—M. J. Gilbert.
- 15—W. H. Reynolds, H. T. Kent.
- 14—F. N. Sanders.
- 13—C. Stuebel, E. L. Morgan.
- 12—W. M. Butler, C. F. Lovejoy.
- 7—H. A. Canfield, J. P. Fogarty, Wm. H. Gregg.
- 6—C. B. Allen, Chas. Noel, Dr. T. Funch, W. H. Shipley, W. W. Steele, P. G. Towar.
- 5—A. M. Graft, W. P. Laing, J. E. Pelts, Jos. Stamper.
- 4—Chas. J. Bauer, O. K. Bencke, Dr. E. Brilach, E. A. Grath, O. H. Greene, A. L. Jordan, G. H. Kunkel, L. N. Link, H. V. Lucas, Theo. Reischel, W. G. Simmons, H. M. Stephens, C. E. Sterling, J. K. Werner, J. P. Williams.
- 3—Louis Booth, Wm. Dockett, M. A. Hawley, B. F. Horton, Geo. L. Long, Wm. M. Martin, Frank Miller, E. P. Moriarty, Sandford Northrop, Geo. C. Osters, C. M. Ramsey, R. M. B. Tidd.
- 2—E. H. Aladie, F. D. Beardslee, H. B. Beardslee, J. Harold Child, David Coburn, Thos. R. Collins, W. B. Dean, W. B. Donawright, R. M. F. Edwards, N. L. Flohrheim, Frank A. Glasgow, C. E. Goltzman, J. Helmholtz, Geo. A. Howell, A. H. Kansteiner, H. A. Kramer, Ed. Lambert, K. J. Leacock, J. W. Maclean, B. McDonald, C. K. Miltenberger, M. J. Moore, S. W. Morton, F. C. Oshier, E. A. Pattison, D. W. Robert, E. M. Shepherd, E. H. Shepherd, Fred. K. Smith, F. J. Soillenger, Ben Striker, J. C. Telford, Jr., F. W. A. Vesper, Edw. Welser, W. C. Wicke, H. G. Wolendorf.
- 1—Geo. R. Andrews, C. F. Bartlett, B. F. Becker, Jas. R. Bettis, A. T. Biggerstaff, J. H. Blackman, Harry Boone, Geo. W. Briggs, W. C. Brimmer, G. M. Brooks, W. J. Brunner, W. H. Cameron, Sam. B. Capen, Central Cycle Club, T. S. Clark, Jay. C. Colburn, C. M. Concanon, A. W. Connor, J. R. Converse, E. F. Cushing, J. H. Doughty, A. W. Douglas, H. H. Downman, J. Y. Downman, H. C. Dreiling, C. J. Duff, H. B. Duke, C. R. Embury, J. H. English, Leslie C. Fitch, C. A. Fitzgerald, H. J. Flory, C. H. Frank, W. J. Freeman, H. C. Gilbert, S. A. Graepel, B. E. Green, Cleveland Broshon, Geo. Gruenewald, E. S. Hall, W. M. Hayler, E. Hendrich, H. G. Henley, S. M. Hoker, E. J. Holm, Geo. H. Huston, J. C. Jewett, Jas. V. Johnson, Chas. Jungk, A. A. Knight, Fred. Kneller, Wm. E. Koenig, W. V. Lawrence, Wm. H. Lepere, J. A. Lewis, S. H. Lindsay, T. B. McAuley, Geo. McDaniel, Geo. McFarland, J. S. McKee, F. Meixner, W. F. Naughton, J. P. Olear, C. F. Parker, John J. Parkes, John R. Shultz, J. T. Sibley, Q. L. Slombs, E. C. Sterling, Chester Stith, H. J. Temple, Louis Thomsen, A. P. Thurlay, Jas. R. Thurlay, D. A. Wall, J. R. Williams, Albert Young.

WILLIAM M. BUTLER, Sec.-Treas.

ST. LOUIS, JULY 18, 1896.

RHODE ISLAND DIVISION.

Special meeting Board of Officers, Thursday evening, July 23, 1896. Voted to issue pamphlet containing list of officers, L. A. W. hotels, etc. Committees were appointed to attend to issuing new road maps, new Hand Books and Lapel buttons, and also to make arrangements for division meet.

NATHAN H. GIBBS, Sec.-Treas.

PROVIDENCE, R. I., July 18, 1896.

WISCONSIN TOUR BOOK.

The hand book containing nearly five hundred of the most interesting places in the State of Wisconsin is now ready to be mailed to any member of the Wisconsin Division for a 2-cent stamp. No other cost connected with this, but only one copy will be given to a member on this basis. Successive copies will be filed gratis, the same as to non-members and members residing outside of Wisconsin. This book contains no maps, simply a description of how to reach objective points. Address: M. C. Kotter, Sec. Treas., 505 East Water street, Milwaukee, Wis.

STOP THIEF—\$25.00 REWARD.

A reward of twenty-five dollars (\$25.00) will be paid by the New York Division for information leading to the arrest or conviction of the thief.

Stolen from the corner of Lexington ave. and 14th street, New York City, (Chicago ave. side) about fifteen minutes before one o'clock, July 23, 1896, a Crawford bicycle, No. 18886; 18 1/2 model; rubber pedals; wooden rims; Hartford single tire on front wheel; valve tire on rear (new); Hartford saddle, black; brown top bag containing pump, repairing kit and wrench; also package attached to handle bars containing crickling points, crickling stone, card of Columbia Crick Club, and reporter's papers.

This wheel is the property of Joshua Lloyd Evans, 15 East 97th st., New York City.

MASSACHUSETTS DIVISION.

The one mile Division Championship of the Massachusetts Division for 1896, has been awarded to the Press Cycling Club of Boston, to be run at its meet, Sept. 7, 1896.

H. W. ROBINSON.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 3-cent stamps for a Constitution and By-Laws.

Boston, July 31, 1896.

TOTAL 1,118—62,241.

Over 123,000, ARKANSAS, 4-252.

- 910 Cohen, Elias M., 1401 Cumberland, Little Rock
- Unattached.
- 7 Dushman, Will H., U. S. Hotel, Hot Springs
- 5 Vaughan, Milton, 806 Cumberland, Little Rock
- 9 Wiley, Albert A., 2218 West 10th st., Little Rock
- Over 123,000, COLORADO, 7-674.
- Lotus R. C.
- 920 Beal, Bertram N., box 1435, Denver
- Grand Junction W. C.
- 1 McMullin, Samuel O., 241 Grand ave., Grand Junction
- Unattached.
- 2 Whittier, C. A., Castle Rock
- 3 Willett, Dewey F., 814 Boston Bldg, Denver
- 4 *Gardner, Miss Florence, Glenwood Springs
- 5 *Haywood, Mrs., "
- 6 Bailey, Robert Jr., Montrose

Over 123,000, CONNECTICUT, 2-4-

- 1,222.
- Hartford W. C.
- 927 Mahon, F. G., 800 Windsor ave., Hartford
- 5 Rockville W. C.
- 8 Critchley, S., Rockville
- 9 Turner, L. E., "
- 930 Morley, H., "
- 1 Marsh, W. P., "
- Bridgeport B. C.
- 2 Jorgensen, H. C., Southport
- Stratford W. C.
- 3 Rilemont, Ernest F., box 233, Stratford
- Torrington W. C.
- 4 Rogers, T. E., box 63, Torrington
- 5 Stern, James P., box 858, "
- 6 Kitchin, C. W., box 1041, "
- Unattached.
- 7 Alderman, T. A., box K., Collinsville
- 8 Edwards, E., Comstock Bridge
- 9 Wuerz, Carl, Danville
- 910 Ayres, Geo. L., Falls Village
- 1 Javod, Joseph, "
- 2 Morgan, John A., Jr., box 80, Greenville
- 3 Fran, Wm. H., Lime Rock
- 4 Canada, F. W., New Haven
- 5 Pittman, C. H., 20 Bennett st., New London
- 6 Mitchell, John L., 188 West Thames, Norwich
- 7 Lincoln, L. H., New Britain ave., Plainville
- 8 McNeil, Chas. L., 37 Summer st., Torrington
- 9 McAll, Edward S., Windsor
- 950 Great, J. M., Westville

Over 123,000, DISTRICT OF COLUMBIA, 12-102.

- Liberty W.
- 951 Brennan, James T., 422 M st., N. W.
- 2 Brown, Philip E., 1406 S st., N. W.
- 3 Collins, J. W., 52 R st., N. W.
- 4 Farrelly, Robert W., 2404 Penn. ave., N. W.
- 5 Haywood, F. W., U. T. Co., 15th & F st., "
- 6 Ingling, Clarence E., 928 N. Carolina st., S. E.
- 7 King, John J., 1302 W st., N. W.
- 8 Luber, L. V., 896 10th st., N. E.
- 9 Root, J. A., 391 2nd st., N. W.
- Unattached.
- 900 Ash, Howard P., 1825 13th st., N. W.
- 1 Carpenter, C. C., Jr., 1823 H st., N. W.

- 2 Dodge, Chas. C., Naval Intel., Navy Dept., "
- 3 Dakin, Ben. R., 714 K st., N. W.
- 4 King, George A., 1420 S. Y. ave., Kew-Haven, N. Y.
- 5 Menough, W. L., 220 Elm st., "
- 6 Stine, Andrew B., D. D. S., 902 East Capitol, "
- 7 Valentine, Waldo W., 1336 Emerson st., S. E.

Over 123,000, FLORIDA, 1-61

- Unattached.
- 905 Pettigrew, W. F., "

Over 123,000, ILLINOIS, 51-271

- Clarendon W.
- 960 Knecht, Ang., 16 Lincoln pl., "
- 970 Burnside H. M., 108 North Walnut st., Keokuk
- Amora C.
- 1 Freeman, Will, 103 Lake st., "
- 2 Sherer, Joseph R., Carthage C.
- 3 Ferris, Hiram B., "
- 4 Froehling, F. P., "
- 4 Lowry R. C., box 432, Champaign
- 5 Nicolet, J. E., "
- 6 Woodland C. C.
- 7 Evans, H. H., 1828 Indian ave., Champaign
- 8 Thibis B. C.
- 7 Steward, A. H., 437 Ogden ave., Jacksonville C.
- 8 Gilman, Frank A., 117 W. Main, Duquoin
- 9 Elgin C. C.
- 9 Merrill, Orland P., 240 National Horse

- 980 Rogers, James W., 227 Fulton st., Freeport C. C.
- 1 Pattison, Douglas, Freeport
- 2 O'Laughlin, Thos. J., Jersey

- 3 Cagwin, W. F., East Cass st., "
- 4 Davis, James, 1204 East Cass st., "
- 1 Grange C.
- 5 Stiles C. L., 44 6th ave., La Grange
- 6 Stiles, Luther C., 44 6th ave., "
- 8 Kidman, W. H., box 8, "
- 9 McDonald, A. L., "

Unattached.

- 990 Stinson, Wm. B., box 84, Alton
- 1 Stroud, W. B., Jr., "
- 2 Johnson, Adolph, Rigby
- 3 Marshall, Charles J., 939 Sawyer st., Chicago
- 4 Young, Charles, 6203 Carpenter st., Sta. O.
- 5 Will, Thomas R., 240 Clark st., "
- 6 Christon, George, 200 Frank st., "
- 7 *Lichtenbelt, Berlin, 316 Jane st., "
- 8 Mark, Frank, Granada Hotel, "
- 9 Markovits, E. E., 3520 Rhodes ave., "

Over 124,000.

- 900 Slijper, H. T., 4353 Dakenwald ave., "
- 1 *Sterling, Pauline, 518 W. Adams st., Ind.
- 2 Benjamin, J. A., 118 Main st., Ind.
- 3 Draper, Fred, box 43, "
- 4 *Poland, Furber, box 30, Walnut.
- 5 Poland, H. L., 40 No. Vermilion.
- 6 Central, Capt. C. H., Fort Shaw
- 7 Brown, K. D., "
- 8 Edwards, O. F., box 185, La Grange
- 9 Howard, Ed. M., "
- 910 Patterson, F. J., box 51, Ma.
- 1 Mumma, E., 104 Wash. st., "
- 2 *McCarthy, Otto F., Mass.
- 3 Zerkow, John O., "
- 4 Kresman, Leo, 417 No. Madison, "
- 5 Watson, W. C., 125 North 4th, "
- 7 Buzz, Harry, 528 South Side sq., sp.
- 8 *Carwell, Albert R., "
- 9 May, E. L., "

124,000, INDIANA, 25-839.

- H. C. C.
- 920 Ricker, Jesse W., 58 Marshall st., Hoot
- M. P. & A. C.
- 1 Bolen, George R., "
- 2 Schelke, F. W., 307 Mulberry st., "
- 3 Todd, W. H., "
- 4 Ames, R. A., 523 West st., "
- 5 Hammond C. C., "
- 6 Ames, R. H., "
- 7 Hammond, F., "
- 8 Griffith, C., "
- 9 *Grimm, A., "
- Unattached.
- 9 Allen, Wilbert M., box 161, 630
- 1 Morgan, Horace M., "
- 2 Jett, Frank H., "
- 2 Lutten, D. O., 110 Rheet St., Lad

King, E. Terry,	Ligonier	3 Dryfus, Lazard, 706 W. Market,	"	Cambridgeport B. C.	"
Hire, Frank F.,	"	4 Gerst, A., Jr., 1214 & Walnut,	"	4 Bean, Edgar L., 40 Columbus ave.,	"
Lyon, A. W.,	"	5 Hellman, Jew, box 423,	"	"	Somerville
Sage, W. W.,	"	6 Lemont, Gerard M., 922 2d,	"	Conn. Valley W.	"
Swir, Mrs. F. E., box 632,	"	7 Loewig, William H., 2200 3d at.,	Louisville	5 Ingersoll, Raymond, 79 Bowdoin, Springfield	"
Baker, Frank H., 450 1/2 E. Spring at.,	"	8 McGee, Rev. Wm. H., 713 W. Chestnut,	"	6 Stebbins, M. D., 482 Main,	"
"	New Albany	9 Mitchell, Tom, Jr., 1926 W. Madison,	"	"	"
Finhaber, A. H., 106 W. Main,	"	120 Rapier, S. M., 1316 Hickok,	"	7 Hebb, John H., 4 Franklin et.,	Allston
Wm. Wm. B., 7 Market at.,	"	1 Schneider, A. P., 1710 W. Main,	"	8 Lucy, Wm. D.,	Boston
Noyes, E. G., 7 Market at.,	"	2 Shortberg, E. P., 216 E. Broadway,	"	9 Dearborn, E. E., 34 Isabella st.,	"
Shioff, Frank, 527 E. Elm at.,	"	3 Stein, J. C., 700 W. Chestnut,	"	200 Foley, Hattie C., 53 Rutland st.,	"
Koons, Elmer, box 186,	Wilmington	4 Thorne, Mrs. W. R., 1941 First at.,	"	5 Gardiner, L. B., box 33, M. I. T.,	"
Cochran, Charles P., box 345,	Washington	5 Wardell, B. D., 641 House,	"	2 Tearnside, Harry, 143 Federal at.,	"
"	"	6 Bond, L. H., 1749 1st at.,	"	3 Jenks, Wm. W., 65 Chatham st.,	"
Over 124,000, IOWA, 10-1,396,	"	7 App. Lee, 1696 W. Chestnut,	"	4 Markham, Channery C., 15 Court sq.,	"
Beasarte C. G.	"	8 Debnard, Wallace, 225 West Market,	"	1st Fl.	"
Lumpie, Edward,	Beasarte	9 Graham, Franklin, 112 East Jacob,	"	5 Mills, Miss N. A., 6 Winter st., cr.	"
Peira, Clyde,	"	130 Huddleston, M. S., 614 Third at.,	"	6 Gilson Co.,	"
Oaklousa C. C.	"	14 Wm. D., 313 W. Main,	"	7 Nicholson, H. J., 77 Center st.,	"
Bray, Wm.,	Oaklousa	2 Mayar, Wm., 714 E. Gray at.,	"	7 Little, Arthur D., 105 Mkt at.,	"
Thornburg, Carl,	"	3 Wise, Geo. H., 1025 E. Market,	"	8 Lyman, M. Clark, 175 Devonshire at.,	"
Mason City B. C.	Mason City	4 Huggar, Peter, Jr., Lewis at.,	Owensboro	9 Purdy, L. S., Shepard & Norwell,	"
"	"	5 Nagel, Fred W., 301 Broadway,	Paducah	210 Raymond, C. B. H., 33 Wellington st.,	"
Thomas J. W.,	"	6 Sutherland, A. E.,	"	Suite 14,	"
Wilderhard, Louis, 220 West 8th,	Davenport	7 James, Charlie K.,	Paris	1 Raymond, Rav. W. S. W., Wellington	"
Heinrich, R. H., 506 E. Locust at.,	Des Moines	8 Demaree, L. W.,	Shelbyville	"	"
Hagenack, A. Chas.,	Elkader	Over 124,000, LOUISIANA, 26-115,	"	2 Sate, Geo. (P. O. Gobles, Ontario, Can.)	"
Hitch, T. T., box 214,	Fort Madison	Southern W.	"	3 Spaulding, Samuel C., 716 Harrison ave.,	"
Wood, Thomas S.,	Radcliffe	139 Altken, A. F., 912 Fourth st., New Orleans	"	4 Underwood, H. Thaxter, 643 Tremont	"
Over 124,000, KANSAS, 20-740,	"	140 Bink, Samuel F., 1201 Napoleon ave.,	"	"	"
W. W. W. W.,	"	141 Lewis, S. S., 1923 Henry Clay st.,	"	5 Whiting, R. S., 563 Mass. ave.,	"
McClure, D. A.,	Lawrence	2 Graham, Mrs. Lewis S., 1823 Henry	"	6 Wright, Wm. D., 50 Hartford at.,	"
Leavenworth Co. W.	"	3 City av.,	"	7 Doyle, James R., 85 Water st.,	"
Hyndes, Henry L., 210 Dakota,	Leavenworth	4 Lehmann, Joe, 525 Canal St.,	"	8 Nichols, J. D., 6 Hancock st.,	"
"	"	5 Rice, F. R., 421 Canal,	"	9 Robinson, Isabel, 155 Worcester st.,	"
Section, Jas. W., 410 Delawares,	"	6 Abraham, Jake H., 533 Gravier at.,	"	220 Brown, Miss Barbara, 66 Winthrop,	"
Sallia M. Club,	"	7 Castleman, T. W., 917 Catton ave.,	"	1 Brown, James, Jr., 80 Winthrop,	"
Cotard, J. V. M. D., Iron & 8th st., Sallia	"	8 Cane, W. W., J. C. R. R.	"	2 Higley, Arthur L.,	Becket
Felt, L. W.,	"	9 Chamberlain, O. W., 421 Camp,	"	3 Bruce, Harry G.,	Bare
E. Lawrence, Frank,	"	10 Dols, Pat, 1614 Columbus,	"	4 Canham, John H., 80 Main st.,	Brocton
Lodes, J. W.,	"	160 Henry, Harry W., Piquette,	"	5 Naville, Henry V.,	Burlington
Smith, Orren,	Ablese	1 Fletcher, Horace, 323 Baronne st.,	"	6 Rogan, Fred F.,	"
"	"	2 Gordon, Mrs. Beale A., 1523 Berlin at.,	"	7 Dawson, Henry Jan., Spruce & Chas.	"
Beur, Orville E.,	Coffeyville	3 Gordon, Frank L., box 374,	"	8 Ewan, Robert, 84 Eleanor st.,	"
Bea, E.,	Lincoln	4 Leach, S. L., box 128,	New Orleans	9 Hiltan, John P., 9 Malen st.,	Cambridge
Campbell, L. L.,	Marysville	5 Glancy, E. J., 7 Cotton Exchange,	"	280 Spencer, Henry G., 2 Craig st.,	"
Campbell, A. B.,	"	6 Kausler, Geo. S., 807 Carondelet at.,	"	1 Underwood, E. L., box 57,	Canton
Fulton, F. J.,	"	7 Jenkins, Douglas, 1562 State st.,	"	2 Allan, Clayton W., 70 Milton ave.,	"
Mass, Joseph A.,	"	8 Leach, S. L., box 128,	New Orleans	3 Hughes, Edw. J., & Holden,	Dorchester
Pauch, Oscar C., box 612,	"	9 Mehin, Allen, 307 Carondelet,	"	4 O'Hara, Miss J. F., Sumner st.,	"
Scheidt, S. J.,	"	100 Star, Leesport, 829 Gravier at.,	"	5 Stevens, Mrs. Ida M., 123 Columbia st.,	"
Scheffer, O. T., C. R. I. & P. Freight	"	2 Ziegler, F., 708 Mennan bldg.,	"	6 Mussella, H. C., 467 Maridian av.,	Boston
Depot,	North Topeka	3 Jordan, Mrs. Will, 1523 Thalia st.,	"	"	"
Charles, Charles E., box A. A.,	Topeka	4 Phelps, Eph. Jr.,	Shreveport	7 Locke, G. A., 4 Henderson av.,	Everett
Jeunings, Charles B., Drawer L.,	"	Over 124,000, MARYLAND, 20-1032,	"	8 Greenleaf, A. F., 150 Merrimack at.,	Haverhill
Martin, F. H., 234 Kansas ave.,	"	Century C. C.	"	9 Sargent, Albert H., 106 Merrimack at.,	"
Over 124,000, KENTUCKY, 64-785,	"	105 Powell, Wm. H., 1180 E. Fayette at.,	Baltimore	240 Reilly, C. John, Thaxter st.,	Singham
"	"	6 Van Order, T. Howard, 1724 W. Lex. at.,	"	1 Walsh, George J., box 198,	Hiadale
Kenton W. C.,	"	7 Gowdin, J. C., box 43,	Easton	2 Hinesh, Chas. J., 74 Pearl st.,	Holyoke
Bocher, Jos. H., First Nat'l Bank, Corvinton	"	8 Hartnett, John,	"	3 Spencer, Thomas W., 206 Pine st.,	"
Ray, Wm. McD., City Solicitor,	"	9 Johnson, Wm. C.,	"	4 Woods, Frank A., 255 High st.,	Hubbardston
White, W. L., County Clerk's Office,	"	170 Wright, Martin M., box 327,	"	5 Balcan, S. D., 688 Centre st., Jamaica Plain	"
Lexington W. C.	Lexington	1 Harlam W.,	"	7 Wallis, Howard F., Union Terrace,	"
Arnott, William,	"	1 Worlay, Dorey W., 2335 Mad. ave.,	Baltimore	8 Ward, Thomas, 68 Wenham st.,	"
Dawdle C. C.	"	"	"	9 Adams, Frank H., 11 Walte at.,	Lowell
Kerr, Jean L., 8th & Market,	Louisville	2 Tompkins, John A., Jr., 1212 Linden	"	260 Gardiner, C. T., 22 Barclay,	"
Orest B. C.	"	3 Atley, John R., 712 Mrs. R. K. bldg.,	Baltimore	1 Thorne, Mrs. Lennie, 66 Howard st.,	"
Burrows, Philip J., 114 26th st.,	Wichitowah C. C.	4 Cooke, Francis N., 208 W. Saratoga,	"	2 Venin, Chas., 345 Broad st.,	Lyan
Bruks, J. P.,	Middleborough	5 Fountain, Chas. C. B., Jaff. & Chappell	"	3 Baker, Beth, 16 Shawmut ave.,	Malden
Owensboro C. G. 96,	"	6 Heald, Edw. E., 1915 McKidney st.,	"	4 Tribble, A. R., 80 Cedar st.,	"
Wiboyte, Miss Flora B., Mulberry at.,	Owensboro	7 Jenkins, B. W., 400 Cathedral st.,	"	5 Richardson, Wm. P., 47 North st.,	Medford
"	"	8 Ship, L. B., 989 N. Mount at.,	"	6 Warner, Chas. W., 21 Auburn st.,	Melrose
2 Relief, George T. Frederica at.,	"	9 Taylor, Walter H., 203 W. Saratoga,	"	7 Ernst, Flora, 39 Otis at.,	"
"	"	180 Dundas, 1848 5d at. - 11th ave.,	Easton	8 Cutler, Ephraim, Jr., 331 Franklin st.,	Melville Highlands
4 Koch, E. Adams st.,	Bowling Green	1 Hammond, Wm., 151 Pine Orchard	"	9 Delano, Rede L., box 43,	New Bedford
5 Dumas, J. A., Reminary st.,	Carrollton	2 Crane, H. Nelson, box 68,	Sparrow Point	280 Katan, John O., 65 Cottage at.,	"
6 Prumme, J. M., Main st.,	"	3 Liebig, Griffith M., box 73,	"	1 Miller, Otto G., 155 Washington st.,	"
7 Smith, John M., Main st.,	"	4 Robinson, Chas. G., box 56,	"	2 Lovejoy, Walter P., 47 North st.,	"
8 Seppel, H. J., Jr., High at.,	"	Over 124,000, MASSACHUSETTS, 104-	"	3 Hozie, Chas. M., 64 Borden at.,	"
9 Seppel, H. J., Jr., High at.,	"	8,877,	"	4 Viarek, Mary S., 102 4th at.,	"
10 Mendorf, John L., Main st.,	"	Mass. H. C.	"	5 Lawton, Mark A., 106 Franklin st.,	Newton
11 Rimas, Chas. W.,	Cloverport	185 Froede, Isaac L., 66 Beverly st.,	Boston	6 Pearson, Wm. H., 205 High st.,	Bipenore
12 Wright, Claude T.,	Cynthiana	2 Noddle Island W.	"	7 Canfield, Edwin M., 33 Yeale st.,	"
13 Rother, John S.,	Erieger	6 Thomas, Harry W., 4 Falcon at.,	East Boston	8 Fernald, William M., 2 Pleasant at.,	No. Andover
14 Botton, W. A.,	Lawrenceburg	7 Watson, Percy, Water et.,	Exatar	9 Greene, Frank E.,	North Carver
15 Chambers, J. B.,	"	8 Bishop, C. S., 171 Myrtle av.,	Fitchburg	1 Wood, E. J.,	Orange
16 Hughes, Mrs. R. E.,	"	9 Kilmarlin, W. H., 458 Water st.,	Fitchburg	2 Saunders, John E. P., Nautilus Inn,	Point Albion
17 Kington, J. A.,	"	100 Farnsworth, H. L., box 1,675,	Malden	3 Williams, John C., 5 Quincy at.,	Quincy
18 Morgan, Mrs. W. B.,	"	Mapes C. C.	"	4 Kelly, Edmund N., box 37,	Reading
19 McMichael, T. D.,	"	1 Clark, J. Henry,	Mattapan	5 York, William,	Rock Bottom
20 Waller, F. F.,	"	2 Carroll, Charles E., 580 Kempton st.,	New Bedford	6 Ready, F. L., 276 Dudley st.,	Saxtonville
21 Waller, Mrs. F. F.,	"	3 Pance, Vernon C., 63 Parker et.,	"	7 Smith, Edward B., box 68,	Seituate
22 Waller, Mrs. F. F.,	"	"	"	8 Leo, Edward B., box 271,	Saxtonville
23 Waller, Mrs. F. F.,	"	"	"	9 Morrisson, E.,	S. Ashburnham
24 Waller, Mrs. F. F.,	"	"	"	280 Wignin, W. S., 116 Main st.,	Spencer
25 Waller, Mrs. F. F.,	"	"	"	1 Canham, Fred L., cr. Booth & Lather,	Thaunton
26 Waller, Mrs. F. F.,	"	"	"	2 Chadwick, Chas. F.,	Vineyard Haven
27 Waller, Mrs. F. F.,	"	"	"	3 Scott, Miss Nellie, 22 Cross st.,	Watertown
28 Waller, Mrs. F. F.,	"	"	"	4 Walte, Edward B., Otis et.,	W. Newton
29 Waller, Mrs. F. F.,	"	"	"	"	"

- 3 Fairbanks, Wm. L., Whitman
6 Davis, A. Otis, Worcester
7 Owen, Fred S., 330 Main, "
8 Sanford, Edmund A., 46 Hollywood, "
Over 124,000, MICHIGAN, 25-791.
Battle Creek C. C.
290 Fogg, A. L., 601 W. Main st., Battle Creek
Detroit W.
250 Fenton, John A., 2 Bush Block, Detroit
Flat W.
1 Clarke, F. D., School for the Deaf, Flint
2 Smith, Ward B., 422 Kearsney st., "
3 Pt. Huron, "
3 Baker, J. B., 608 Huron ave., Port Huron
4 Sherman, L. A., "
3 Three Rivers B. C., Three Rivers
5 Wolf, Geo. T., "
6 Steiner, Prof. A. A., 21 So. Ingalls st., "
7 Bush, M. H., 55 Elm st., Ann Arbor
8 Le Favour, David, 701 Center ave., Bay City
9 Richards, Geo. H., box 263, Buchanan
300 Monroe, H. C., Case City
1 Mammick, Gerrit, "
2 Tallman, Clay, Chadwick
3 "Brooks, Miss Mary, 585 Woodward ave., Detroit
4 Woodward, A. M., 426 Avery ave., "
5 Wright, Chas., 750 Woodward ave., "
6 "Wright, Mrs. Chas., 750 Woodward "
7 Wright, Thos. K., 750 Woodward ave., "
8 Wright, Chas., Jr., 750 Woodward ave., "
9 "Wright, Miss Helen, 750 Woodward ave., "
310 Smith, Albert L., box 525, Howell
1 Fairclough, G. H., 705 W. South st., Kalamazoo
2 Rankin, William P., 204 No. Blackstone, Jackson
3 "Odegard, Miss Jennie, box 118, Sault Ste. Marie
Over 124,000, MINNESOTA, 5-417.
Unattached.
314 Schulte, John J., Lake Henry
6 Kerridge, Chas. E., 1901 3d ave. So., "
6 Laraway, F. M., 100 3/4 of Com., Minneapolis
7 McGowan, W. C., American Tailors, "
8 Stevens, Levett C., box 671, "
Over 124,000, MISSISSIPPI, 2-50.
Unattached.
319 Switzer, Ross A., Ocean Springs
350 Bragg, E. A., "
Over 124,000, MISSOURI, 15-2,058.
Kansas City C. C.
321 Hillier, W. J., 408 Aldine pl., Kansas City
Rich Hill C.
2 Myer, Victor, Rich Hill
Hillsdale
3 Coons, D. W., 8011 S. 8th st., St. Louis
Unattached.
4 Robinson, W. B., Columbia
6 Jones, R. F., Marysville
6 Churchill, Joseph, 1005A Pine st., St. Louis
7 Gockel, Creig, J., 2730 Page ave., "
8 Pfeiffer, Edward, 624 North Nth st., "
9 Schraubstaedler, Carl, Jr., 217 Olive st., "
330 Thornburgh, W. C., 23 Portland pl., "
1 Wick, J. W., 3831 Morgan st., "
2 Young, Jared W., 1505 Locust st., "
3 Leigh, Edwin F., 4471 Laclede ave., "
4 Eads, Douglas, Warrensburg
5 Bond, Jack, "
Over 124,000, NEBRASKA, 1-334.
Unattached.
336 Bantz, Joseph F., Prague
337 Weston, J. Irving, Exeter
N. H. C. C.
8 Frisselle, Frank M., Union Office, Manchester
Unattached.
9 Wilder, D. F., Newton
340 Banker, Roscoe S., North Hampton
1 White, Reola E., Eye Beach, "
2 Blaisdell, Mark B., Wolfboro Falls
Over 124,000, NEW JERSEY, 60-3,975.
So. Camden W.
343 Cadwallader, George S., 424 Slaven, Camden
4 Dorman, James T., 424 Steven, "
Chatham W.
5 Buid, Russell B., Chatham
Columbia C. C.
6 Horwood, E. H., 1101 Garden st., Hoboken
Emily C. C.
7 Leigh, W. B., 61 Sterling st., Newark
8 Keynote C. C., 273 17th ave., "
3 Baby, Walter, 23 17th ave., "
Tourist C. C., Paterson
9 Hughes, Thomas, Paterson
Tourist C. C., "
350 Brown, Milton R., 271 Main ave., Passaic
Unattached.
1 Harris, Henry E., 74 Trank ave., Bayonne
2 Johnson, Louis C., 906 Trank ave., "
3 Haines, Joseph B., 652 Berkeley st., Camden
4 Hoettger, Hermann, 456 Berkeley st., "
5 "Needles, Miss Lillian, Washington st., "
6 "Willigerod, W. D., 88 Grove, East Orange
7 McKinney, C. S., 9 O. 421 Belmont, Elizabeth
8 Taitner, C. C., 304 Jeff ave., "
9 Burroughs, Franklin A., Ewingville
300 Hibby, E. J., Hackettstown
1 Knipplberg, William, "
2 Smith, Jesse, "
3 Ter Meer, Charles, 1228 Garden st., Hoboken
4 Ter Meer, Henry, 1228 Garden st., "
5 Wiederholt, Alex, 1038 Park ave., "
6 Hogen, S. A., 3 Astor pl., Jersey City
7 Schacht, F. H., 186 Pacific ave., "
8 Woods, Robert E., 210 Van Hoin st., "
9 Nichols, Henry C., 555 Communipaw ave., "
370 Kitley, Harry, Linwood
1 Keassey, Edward Q., Miller road, Morristown
2 "Callin, May H., Fairholme, "
3 Davis, Henry S. F., Mt. Kemble ave., "
4 Doremus, William L., 20 N. Fullerton ave., "
5 Sheppard, Charles S., box 142, Upper Montclair
6 Sumner, Alfred W., Moorestown
7 "Beeson, Mrs. H. M., 301 Washington, Newark
8 "Barks, Mrs. Lottie A., 80 South 10th, "
9 Doctor, A. V. A., 5 Commerce st., "
380 O'Neil, Charles A., 6 East Park st., "
1 Kusling, Lewis C., 114 Hoomfield ave., "
2 Seitz, William A., 236 Lafayette st., "
3 Von Lengerke, Justus, 211 Highland ave., "
4 Crane, Samuel B., 45 Grove st., Orange
5 Elston, A. C., 697 E. 24th st., Paterson
6 Halsey, C. M., 697 E. 24th st., "
7 Halsey, E. T., Jr., 251 Broadway, "
8 Paulson, L. E., 700 East 24th, "
9 Moore, John W., 144 Washington, Phillipsburg
390 Hoff, Jos. B., 56 Nassau Rock, Princeton
1 Anderson, Carl, Van Court Inn, Roselle
2 Hense, Louis H., cr. Robert McLeod, "
3 Hale, Samuel Heintzel, box 312, "
4 Hooper, Harry H., box 538, "
5 Smith, Theodore M., lat ave., "
6 "Atwell, Mrs. F. C., box 110, Short Hills
7 "Atwell, Mrs. F. C., "
8 Green, Frederick, box 535, Summit
9 Hahrenburg, J. H., Fowler & Sumner, Trenton
400 Hall, Charles R., box 467, "
1 Gould, Lewis W., Lendale ave., Vineland
2 "Severn, Katherine M., box 65, Woodbrook Beach
Over 124,000, NEW YORK, 236-17,397.
Fox Cycles.
403 "Thompson, Miss Sadie G., 163 57th st., Brooklyn
Glenmore Wheelmen.
4 Cummings, Walter, Williams & Glenmore ave., "
5 Cummings, Thomas, E. Parkway & Powell st., "
6 Lyman, Peter, Glenmore & Williams ave., "
7 "Wilding Derivatives, "
8 Shipman, C. M., 108 Kent st., E. D., "
9 Sarna C. C., "
5 Runkel, E. Curtis, box 26, Buffalo
Kannwoda C. C., "
6 McKenzie, Dan, 110 East Water, Elmira
Lakeland Wheelmen.
410 Burdick, C. W., 36 Madison st., Geneva
Hempstead C. C., "
1 Eldridge, Daniel O., "
2 Rushmore, Edwin H., Fulton st., "
3 Skidmore, Dr. Henry S., box 29, "
4 Brown, George H., Kinderhook
5 Barion, Francis, "
6 Nickles, Charles A., box 123, "
7 Strong, Benjamin J., M. D., Jackson
8 Patterson, E. J., Long Island City
9 Elite C. C., "
8 O'Brien, Joseph M., 213 Wash. st., New York
Brooklyn B. C. Club.
9 Ferguson, James A., 35 West 11th, "
420 Bishop, Edward L., 75 Eighth ave., "
1 Cromley, W. W., Peekskill
2 "Langling, George S., M. D., 453 West 34th, New York
Harlem W.
3 Ostern, B. Jr., 23 Maiden Lane, "
Midwood C. C.
4 Skead, Samuel A., Room 4, Produce Exchange Annex, "
5 "Nichols, John W., "
6 Milligan, John C., 426 West 100th, Wyandotte C. C.
7 Brown, Elmer W., 151 6th ave., "
8 "Forthright City W., "
7 Clark, George T., 214 West lat st., Oving
Van Cortlandt W.
8 Barker, James A., "
2 Palmer, John W., "
430 Koch, Gerhard, "
Titicus C. C.
1 McKel, Siles Ira, "
2 "Lakes View W., "
3 Gauger, Charles H., 295 Lake ave., "
Quill C. C., "
4 Cozzens, F. M., Saratoga Springs
Unattached.
5 Eaton, Edward Del., 748 Madison ave., Alpha
6 Hall, Frederic, 146 So. Knox st., "
7 Van Buren, Dan., 201 Shuman st., "
8 Anderson, John, box 18, "
9 "Koonce, Carl, box 88, "
440 Mills, R. S., box 32, "
1 Newman, Will H., box 39, "
2 Newman, R. A., box 39, "
3 "Frank M., 20 John st., "
4 Baker, Le Roy A., "
5 Hill, Allen B., "
6 Almslie, Frank, 211 Ross pl., "
7 Hiles, Wm., 24 Irvine st., "
8 Boligan, Joseph A., 190 Reid ave., "
9 Creighton, Robert, Jr., 180 Devoe st., "
450 Duryea, J. T., 6 Canton ave., "
1 "Verwerf, F. M., 400 Bedford ave., "
2 Gavey, H. C., 681 St. Marks ave., "
3 Hall, H. E., 520 Fifth ave., "
4 Holst, Thomas W., 65 Clynar st., "
5 Holmer, J. H., 1201 Dean st., "
6 "Keupp, May E., 718 Madison st., "
7 Meersole, Walter M., 180 Montague, "
8 "Mast, W. F., 18 Willoughby st., "
9 Palmer, Frank L., 615 Hancock, "
460 Pendreigh, Thomas, 41 Decatur, "
1 Shee, Sylvester, 341 Glenmore ave., "
2 "Hart, John, 59 India, "
3 Ulrich, Albert, 371 Fulton st., "
4 Wayland, Curtis, 186 McDougall st., "
5 Zimmermann, H. C., 117 Park pl., "
6 Bennett, J. Remsen, 79th st. & Shore Road, "
7 Bohnsack, Herman, 40 Cedar st., "
8 Davy, Robert H., 151 Pulaski st., "
9 Kirk, Edwin B., 292 Henry st., "
470 Morford, T. H., 402 Clement ave., "
1 Ruxton, Joe K., 473 Tompkins ave., "
2 Disney, Albert E., 229 Kap st., "
3 Morine, Orlando, 606 5th st., "
4 Mottram, John S., 208 46th st., "
5 Oliver, John S., 211 Montague, "
6 Johnson, Raymond C., Mein st. & De la Haye ave., "
7 Meyer, Dr. E. J., 1312 Main st., "
8 Meyer, Mrs. E. J., 1312 Main st., "
9 Person, Henry J., Hotel Brunswick, "
480 Ringier, Charles S., 29 Sumner pl., "
1 Seymour, Henry E., 321 Franklin st., "
2 Tanner, Miss Hattie E., 233 West ave., "
3 Calkins, Charles C., 43 Builders K. Chambers, "
4 Campbell, Joseph, 341 Pennsylvania st., "
5 Lowry, Leo, 404 Guaranty Bldg., "
6 Mahr, Gregor, 240 Anderson pl., "
7 O'Connell, John, 400 Real Estate Exchange, "
8 "Morrison, C. C., 82 Pearl st., "
9 Wilke, William, 35 No. Pearl st., "
490 "Norfolk, Alice L., 847 Franklin, "
1 Wilkes, Carl J., 515 Gotham, "
2 Clark, W. D., 57 James, "
3 Field, Albert M., "
4 Field, George A., "
5 Hooper, George, Jr., "
6 Stevens, W. Ray, box 470, "
7 Taylor, John M., "
8 Weld, M. E., box 415, "
9 "Weld, M. E., G. J., "
500 Olive, Chester, "
1 "Van Buren, Mary C., 329 Wash. ave., "
2 Norris, Fred A., 410 Maple ave., "
3 Patterson, E. J., 311 Mt. Zion, "
4 Rush, William W., box 326, East Sprague, "
5 Kirtel, C. J., box 291, "
6 Hill, John J., box 12, "
7 "Thurston, E. W., box 41, "
8 Webb, George H., box 462, "
9 Manchester, William H., "
510 Benedict, James L., box 54, "
1 Green, Monteville E., 2767 Baitbridge, "
2 "Clark, Rev. H. M., box 84, "
3 Gardner, W. H., "
4 Tanner, F. J., "
5 Popple, W. G., box L., "
6 "Clark, Rev. H. M., box 84, "
7 Gardner, W. H., "
8 Tanner, F. J., "
9 Popple, W. G., box L., "

- Scranton B. C.
 6 Jennings, C. S., Commonwealth B'd'g. Scranton
 7 Waters, L. S., Mulberry, "
 8 Wrightman, H. J., 414 Spruce, "
 9 W. P. C. C. "
 10 Still, F. K., Warren
 Williamsport W. C.
 780 Croft, Wm. E., 746 W. 4th st., Williamsport
 1 Moyer, L. J., 127 W. 4th st., "
 2 Pfecht, Harry, 23 E. 8d st., "
 3 Seaman, G. Arthur, 90 Gasette & Bulletin, "
 4 Ulfner, F. Harvey, cor. Cemetery & Park, "
 Unattached.
 5 Bradshaw, Roberts V., 48 Monterey st., "
 Allegheny
 6 Carroll, Richard J., 112 Sandusky st., "
 7 Jones, Thos. W., Jr., 18 Stockton ave., "
 8 Oliver, Frank, 90 Standard Mfg. Co., "
 9 Patterson, Miss Grey, 48 Monterey, "
 790 Butler, Dr. C. A., 232 Western ave., "
 1 Hartman, Wm. B., cr. J. A. Brashear, "
 2 McDowell, Jas. B., cr. J. A. Brashear, "
 3 Morton, F. A., 17 Lehigh ave., "
 4 Cooper, Lloyd, 1316 11th ave., Altoona
 5 Beegle, Rev. W. O., 30 High st., Bradford
 6 Grim, R. H., box 201, "
 7 Shaskley, Thos. L., (P. O. Adams House, Bradford
 (Bluffton, Ind.), "
 8 Schwab, C. N., "
 9 Cumberland, Arda, 360 E. Jefferson, "
 800 Marshall, Howard A., 8 Main st., "
 1 Clancy, M., "
 2 Clancy, T. Peter, "
 3 Patton, Alex., 228 "
 4 Cox, Eckley B., Jr., "
 5 Cunningham, R. S., "
 6 Waymen, M. D., Jr., "
 7 Colby, Mrs. Chas. B., "
 8 Graham, N. E., box 236, "
 9 Smedley, J. Lee, "
 810 Rogers, H. O., "
 1 Cable, A. D., "
 2 Cross, John, "
 3 Dornsett, S. H., "
 4 Danbach, Harry, "
 5 Markel, L., "
 6 Mitchell, Joe, "
 7 Gilmore, H. T., 1312 Orthodox st., "
 Frankford
 5 Justice, Jean M., 5016 Penn. st., "
 9 Wallace, E. H., "
 620 Moore, C. K., "
 1 Albee, H. T., box 202, "
 2 McCarty, Jos. Chapman, 164 E. Chelton, "
 3 Treaser, Theodore, 131 Tolpoches, "
 4 Olmsey, Geo. A., 106 Franklin st., "
 5 Leach, J. Granville, Jr., 5306 Knox st., "
 6 McClintock, Harry, 153 Mechan ave., "
 7 Taylor, Jas. L., "
 8 Moyer, H. F., "
 9 Williamson, W. S., "
 830 Morgan, Clinton, "
 1 Hench, N. P., 1015 N. Front st., Harrisburg
 2 Hoffer, John, Jr., 24 No. 2d st., "
 3 Bumbaugh, Miss Lillie, 1708 N. 3d st., "
 4 Walter, H. E., M. D., 1317 N. 3d st., "
 5 Snodgrass, R. D., 113 State st., "
 6 Cummings, E. O., "
 7 Snyder, G. W., "
 8 Kelder, Enos H., 549 West Chestnut, "
 Lancaster
 9 Long, Irvin J., Drawer 40, "
 840 Bels, John, Wabash & Centre, Manassas
 1 Gouda, Herman, 465 Wood st., "
 2 Keule, Chas. P., P. O. 4, "
 3 Waring, Geo., "
 4 McNeil, H. B., "
 5 Gregg, Chas. M., box 187, "
 6 Lawry, E. R., "
 7 Kger, F. J., 108 S. Jefferson st., New Castle
 8 Hitchman, Walter S., 611 W. Main st., "
 Norristown
 9 Thomas, Alex., "
 850 Jackson, A. C., "
 1 Kherly, Henry B., "
 2 Brechenlin, Louis, Jr., 1716 Walnut st., "
 Philadelphia
 3 Dorrance, G. M., Broad st. Station, "
 4 David, H. L., 2313 Germantown ave., "
 5 Dreks, Louis, 2108 Pine st., "
 6 Pichtel, Chas. G., 1424 S. Broad st., "
 7 Glaxier, Herbert S., 878 N. 23d st., "
 8 Haxell, Norris N., 1509 N. 24th st., "
 9 Hartman, W. R., 630 N. 26th st., "
 860 Hughes, Dr. Geo. M., 241 N. 18th st., "
 1 Mercer, Edward W., M. D., 157 N. 15th st., "
 2 Reid, Paul J., 1727 Fairmount ave., "
 3 Thomson, Dr. Wm., 1426 Walnut st., "
 4 Thomson, Dr. Archibald, 1426 Walnut st., "
 5 Woria, Robert K., 1700 Walnut st., "
 6 Wood, Elmer, Wagon, 2027 Locust, "
 7 Atop, D. G., 400 Chestnut st., "
 8 Adams, Alex. C., 2025 N. 22d st., "
 9 Adams, Mrs. Virginia, 2025 N. 22d st., "
 870 Hinkworth, Chas. H., 1943 N. Front st., "
 1 Brinkworth, Robert J., Jr., N. E. cor. 12th & Poplar, "
 2 Bro. S. J., 1414 S. Penn sq., "
 3 Christian, Dr. H. M., 1422 S. Broad st., "
 4 Cotton, Barclay W., 747 N. 26th st., "
 5 Conaty, Jas. F., 815 Morris st., "
 6 Golland, Chas. H., 722 Chestnut st., "
 7 Garrod, Jos. H., 2125 Lambert st., "
 8 Haak, Walter, 509 Arch st., "
 9 Hustmer, Chas. J., 819 Corinthian ave., "
 880 Hinkinson, Dr. Oliver O., Jr., 1606 S. Broad st., "
 1 Hallowell, Chas. W., 1600 Wharton st., "
 2 Innes, Edward K., 1831 Canast st., "
 3 Keen, John, 3422 Ridge ave., "
 4 Lemont, G. P., 866 N. 42d st., "
 5 Little, Miss, 1602 Spruce st., "
 6 Markland, N., 806 N. 41st st., "
 7 Morris, Thos. J., 1724 Tancy st., "
 8 Migoet, John D., 2545 Jesse st., "
 9 McBride, W. J., 2964 Richmond st., "
 890 Newland, A. C., 145 N. Front st., "
 1 H. H., 113 S. 5th st., "
 2 Newlond, Mrs. H. W., 113 S. 5th st., "
 3 Odanath, Harry, 4533 Lancaster ave., "
 4 O'Neill, Samuel, 2644 Chestnut ave., "
 5 Parke, Joseph, 3030 Evergreen st., "
 6 Petersen, Theo. C., 1839 Christian st., "
 7 Pfanner, Geo., 719 S. 20th st., "
 8 Rittler, A. Howard, 1229 Walnut st., "
 900 Schmitt, L. J., 2718 N. 8th st., "
 1 Smith, Oscar W., 4211 Lely ave., "
 2 Simlans, H. C., 918 N. Front st., "
 3 Steel, Mrs. C. E., 1830 Fairmount st., "
 4 Smith, Anstie C., 152 11th st., "
 5 Sykes, A. W., 1325 S. 25d st., "
 6 Simlans, H. C., 918 N. Front st., "
 7 Trenner, S., 1914 Franklin st., "
 8 Thompson, Wm. A., 1718 A 19th st., "
 9 Young, Thos. A., 614 Charles st., "
 10 Young, Miss H. E., 1538 Catherine st., "
 11 Melgs, Frederick R., 104 S. 5th st., "
 2 Dale, Edward C., 104 S. 5th st., "
 3 Walker, Hugh B., 1241 N. 12th st., "
 4 Moore, P. B., Torredale, "
 5 Wilson, Wm. Jr., 2219 St. James pl., "
 6 Wartner, Geo. S., 1015 Cherry st., "
 7 Mayers, Harry, 1632 Chestnut st., "
 8 Brown, Jr. E., 11th & Market st., "
 9 Anderson, Thos., 236 Hazelwood st., "
 Pittsburg
 920 Dorrow, Wm. Allen, Lang ave., E. K., "
 1 Koch, Austin W., 360 Wood st., "
 2 Morland, W. C., Jr., 4745 Ben Vane ave., "
 3 Oakley, John M., 285 5th st., "
 4 Rode, Geo. W., box 1038, "
 5 Riffe, Alvin, 103 Betty, E. K., "
 6 Niss, John M., 105 S. 18th, "
 7 Boun, Jan F., 810 N. Negley ave., "
 8 G. G. Gorgie, B'd'g., "
 9 Brinsy, Dick, 7025 Hamilton ave., "
 830 Goulding, C. O., 6202 Penn ave., "
 1 Schoenberger, Louis, 542 5th ave., "
 2 Steiner, Oscar J., 319 Wood st., "
 3 Taylor, Chas. L., 5533 Elsworth ave., "
 4 Forester, J. T., "
 5 Riddle, J. N., "
 6 Bergness, R. H., 16 N. Centre st., "
 Pottsville
 7 Labor, Wm., 2526 Orthodox st., "
 Port Richmond
 5 Swartzfay, Samuel, 14 Market st., "
 0 Cronse, J. H., 45-47 Reed st., "
 940 Bower, W. M., "
 1 Nevins, Beale A., box 376, "
 2 McKnight, Miss Lida, 222 Broad st., "
 3 Herr, Chas. B., box 83, "
 4 Flinn, Harry E., 341 Franklin ave., "
 5 Yost, Geo. L., box 394, "
 6 Smith, Jas. M., "
 7 Thompson, Walter J., box 88, "
 Toughkenamon
 8 Berry, Jos., 6715 Dittman st., "
 9 Griffith, W. A., box 374, "
 960 Smiley, W. A., box 8, "
 1 McCunn, Wm. R., 427 Cemetery st., "
 Williamsport
 2 Rose, Harry W., 152 Market st., "
 3 Pollock, Jas., 106 W. River st., Wilkes Barre
 4 Hascock, Jos. Lyndin, "
 5 Smith, Noel W., N. C. R. W., "
 6 Hay, W. H., Lock 16, "
 Youngsville
 Over 124,000, RHODE ISLAND, 11-844
 Elmwood W.
 957 Davis, Nelson S., 143 Melrose st., "
 Unattached.
 8 Clough, Francis H., "
 9 Mannel, Henry S., 3 Bull st., "
 960 Jackson, Willard W., 93 Wood st., "
 Providence
 1 Davis, Jeffrey, box 483, "
 2 Stockwell, Frank L., 101 Congdon, "
 3 Thomas, Frank L., 101 Congdon, "
 4 Downey, John E., 282 Thurber ave., "
 5 Nichols, Fred R., 178 Sherburne, "
 6 West, William H., 119 Washington st., "
 7 Colby, Henry, 18 Vose st., "
 Over 124,000, SOUTH CAROLINA, 14-34
 St. Valentine Clnh.
 958 Johnston, J. Arthur, 243 King st., "
 Charleston
 Unattached.
 9 Cornier, W. L., 70 Amberst st., "
 970 Johnson, C. W., 508 Calhoun st., "
 1 Lucas, H. R., 29 Pitt st., "
 2 La Costa, James H., 127 Queen st., "
 3 Lagerton, C. L., 68 Pitt st., "
 4 Milson, W. H., 100 Westworth st., "
 5 Marshall, E. K., 76 Ashley ave., "
 6 Schirmer, W., 30 New st., "
 7 Schirmer, Harry C., 29 Montague st., "
 8 Silcox, H. W., 19 New st., "
 9 Tessier, E. L., Jr., 37 Howell st., "
 980 Whilden, H. B., 163 Spring st., "
 1 Wehlmann, Joo, 61 Spring st., "
 Over 124,000, TENNESSEE, 6-340
 C. W.
 982 Eastman, Charles L., 111 Addison ave., "
 Nashville
 Unattached.
 3 Dyer, W. H., 451 Cedar st., Chattanooga
 4 Patton, Miss Nannie M., 100 North 2d, "
 Knoxville
 5 Damann, H. H., 213 Main st., "
 6 Heiskell, J. M., 434 Madison, "
 7 Dallas, Hugh D., Phenix Cotton Mill, "
 Nashville
 Over 124,000, TEXAS, 8-2940
 Unattached.
 988 Clark, C. W., 220 E. Main, "
 9 Clark, Mrs. C. W., 220 E. Main, "
 990 Curtis, A. E., 419 Burnett ave., "
 1 Kirk, C. Morgan, 1031 Sears st., "
 2 Scott, F. A., 419 Burnett ave., "
 3 Shulse, R. O., W. P. O. Can., "
 4 Reves, J. G., 613 Main st., "
 5 Arnold, E., Sherman Ice Works, "
 Fort Worth
 Over 124,000, VERMONT, 9-1069
 Unattached.
 996 Jackson, J. Halmer, Church st., Burlington
 7 Shaffer, E. H., 163 So. Union, "
 8 Brown, Jos. E., 12th & Market st., "
 9 Bailey, B. B., 147 State st., "
 Montpelier
 Over 125,000,
 004 Blanchard, Fred, School st., "
 1 Corral, L. Fred, 3rd School st., "
 2 Dean, Ralph B., State st., "
 3 Ferrin, Albert W., "
 4 Long, Abraham, Park ave., "
 Over 125,000, WEST VIRGINIA, 9-
 R. D. S. L.
 005 Gibson, Robert, "
 Unattached.
 6 Matthews, Dan., "
 7 Cunningham, A. M. T., "
 8 Chopening, George B., "
 9 Wincher, Charles H., 19 S. York st., "
 Wheeling
 910 Westmyer, T. A., 1049 Main st., "
 Over 125,000, WISCONSIN, 23-1,584
 Arrow C. C.
 911 Grant, F. C., 51 Cornelia st., "
 Janesville
 2 Higgins, Jas. B., 19 E. Dayton st., Madison
 Milwaukee C.
 3 Reid, James, 276 Third st., "
 4 Youmans, J. Lynn, box 106, "
 5 Sheboygan C. C., "
 6 Fairweather, B. L., 734 Niagara ave., "
 Sheboygan
 6 Weiland, Paul, 734 Niagara ave., "
 Unattached.
 7 Baldwin, Francis C., "
 8 Curtice, Frank E., 213 S. Quincy st., "
 Green Bay
 9 Backett, R. M., "
 920 Fennell, Geo. M., "
 1 Bennett, Geo. M., "
 2 Marshall, G. M., box 25, "
 3 Kroff, H. E., cr. Capital City Bank, "
 Madison
 4 Nootton, Robert, 1220 E. Dayton st., "
 5 MacKinnon, D. T. H., "
 6 Andrews, E. L., 240 Michigan st., "
 7 H. H. H. H., New Ins. Bldg., "
 8 Klitzke, Frank H., 102 Main, "
 9 Pier, A. V., "
 980 Schram, Ed., "
 1 K. H. W., "
 2 Kerr, J. R., 206 N. Church st., Watertown
 3 Myers, Mary L., "
 NEW LEAGUE CLUBS.
 729 Salina Bicycle Club, "
 730 Weekly Wandering Weary Wabblers, "
 Lawrence, Kan.

QUERIES AND ANSWERS

W. A. N. and many others:—Consult your division Road Book for routes contained therein.

J. F. W.:—The secretary is as eager to send you your card case as you say you are to get it. But in none of your letters have you given your address. Just such little things as this sometimes cause delays of this nature.

ROUTES WANTED.—A large number of inquiries, asking information regarding well-known routes that are fully described in road books, remain unanswered. If yours is among the number, you'll know why it isn't answered. We cannot devote space to giving information you already possess.

B. H., Brooklyn:—We cannot advertise any special device or compound in our reading columns, however meritorious it may be.

L. E. G.:—Do not ask for information, not of general interest, which you can obtain from maps and road books. It may be a little trouble to you to hunt it up, but it is better so than for us to use space for it.

C. M. B.:—We are informed that New York State has a law making it an offense for anyone not a member to wear a badge, pin or other device of any organization that has been in existence ten years or more.

SPOTSWOOD, N. J.:—In order to give a route it is necessary to know both ends of it. You neglected to tell us where you start from. The New Jersey road book should tell the story.

Public complaints about city streets should be made through local papers.

A. L. H., Wisconsin:—Too local; consult State officers.

WRITE your name plainly, "printing preferred," or, unless you write so we can read it, please don't blame us for making what you might be pleased to call mistakes.

AN INDEX to the last volume of the L. A. W. BULLETIN may be had from this office for the asking. You don't have to send a stamp, but in case you do, we can use it to pay the postage.

A CALIFORNIA member asks:—"Would not 'We want only a part of the road, but we want that part good,' be a good League motto?"

THAT THEATRE-HAT NUMBER.

The demand for extra copies was supplied as long as possible, but there must be an end to all good things. In cleaning up the office recently, we found a few more copies of that famous "special number." They may be had while they last at one dollar each.

ENCLOSE A STAMP.

When asking information of interest only to yourself, why should you expect the other fellow to not only give the information but pay the postage?

♦ Think it over.

WELL SAID.

"Never does the League impress itself more forcibly on the minds of people than when its badge is recognized on the highway, accompanied by a gentleman, who, though belonging to an organization which has made its power felt, is still willing to share the benefits with all."

FOUNTAIN, COL. I. M. CELL, Local Consul.

BRATTLEBORO, VT.

Race Meet, Aug. 28; prizes, \$600. Entry blanks and particulars of Frank B. Putnam, Brattleboro.



THEY CUT CONSIDERABLE ICE

GRAPHITE OR NO GRAPHITE.

We have before us two letters, one of which says the writer would n't use graphite under any circumstances, and the other says it is the only stuff to put on a chain.

"The chair is in doubt."

The public seldom thinks twice as much of a man for leading a double life.

C. B., Cohoes:—We are informed that the Michigan Central does not carry bicycles as baggage.

A BALTIMORE member writes that some of his young friends suspend their bicycles by ropes tied to handle bar and saddle, and by dashing water on them remove mud and dust. They then wipe them dry. He asks if anyone can give a better method.

The Catskill (N. Y.) *Daily Mail* says:—"George Harding, the public-spirited proprietor of Hotel Kaaterskill, charges bicycle riders twenty cents toll for riding over his hotel roads."

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Simply a question of knowing what
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at Columbia Agencies—by mail for two 2-cent stamps.

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Single-Tube tire was first made by the
Hartford Rubber Works Co.

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Hartford Single-Tube tires are the standard tires. They have
many imitations, but the Hartford Rubber Works Co. has been
making Single-Tube tires for six years, and experience has taught
them how to make the right kind of Single-Tube Tires.

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one tire that is right.

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None but the brave can face a path
Of stones and mud undaunted,
But oh, so "many roads are called
(A road) but few are wanted."

THE man just learning to ride the bicycle is a
try cyclist.

WHAT you are to the world the world will be to
you.

EVERY lady who feels poorly for
the want of exercise should ride
the bicycle and feel like a "new
woman."

TAKE cyclistilla for that tired
feeling.

AN EASY cycle saddle is the
best spring medicine.

MY SADDLE is easy and my
wheel is light.

EXERCISE is the best medicine.
Don't take an overdose.

THE tire can't run well when
it's out of breath.

A ROAD's good points won't
puncture tires.

TRUE religion consists in something besides a
long face.

If the serpent, with its subtle lies,
Had only been a mouse,
Why Adam and Eve in Paradise
Would still be keeping house.

"MARYLAND wants more sign boards." So does
every other State.

THE LAW-BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, August 7, 1896.

No. 6.



A PLEASING PROSPECT.

Oh, here's a splendid road,
Where a horse can draw a load
Or a bicyclist enjoy a pleasant run;
And if all the roads we find
Were of this delightful kind,
Say, would n't living then be jolly fun?

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With which you can mend any size puncture in single or double tube tires. The only repair tool in the market that uses

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Bicycle Shoe

No. 972

Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped
on heel.

PRATT FASTENERS hold laces
without tying.

C. H. FARGO & CO. (Makers)
CHICAGO



THE BICYCLE AND LEARNING TO SWIM.

EDITOR L. A. W. BULLETIN:

Every one recognizes the desirability of knowing how to swim. It is even more necessary for girls than boys, as a safeguard against drowning from overturned boats and other accidents. And then the pleasure of bathing is ten-fold greater for the swimmer than for the one in constant fear of getting beyond his depth. But no matter how pressing the need or how great the desire to learn, it remains a fact that a very large number of boys and a still larger number of girls are so ignorant of this art that they would be almost sure to drown if carried beyond their depth or were to be spilled from a boat.

Of course the real difficulty in learning to swim is the necessity, especially in fresh water, of being almost submerged, and the consequent fear of going entirely under. It must be confessed that it is easier for the beginner to be under a considerable of the time than it is to keep the mouth and nose constantly above water.

To obviate the danger of too easy sinking, and in this way to give the confidence necessary so that



"CALM REFLECTION"

Must lead to a decision
in favor of the

Rambler
Bicycle

Why?

Because reason dictates that "17 years of experience" in Bicycle Building, at the usual great cost, *must* have resulted in the

"Most Perfect Thing on Wheels."

Useful wheel information, plainly and honestly put, which any novice can understand, free, in our Beautiful Rambler Book. Ask any Rambler agent for "**Gold**," as well.

Gormully & Jeffery Mfg. Co.

New England Branch,
174 Columbus Ave., Boston.

Foreign Branch,
Coventry, England.

Riding Academies—

85 Madison Street, Chicago.
1325 14th Street, N. W., Washington, D. C.
937-935 8th Avenue, New York.
136 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

the swimming motions may be learned, it is only necessary to take an extra inner tube of a bicycle tire, inflate it well, and wind it around the body just beneath the arms. The ends of the tubes are easily fastened by using cloth tape. The tape will not injure the tube, and it enables one to tie the ends either in front or behind. The bicycle tube has the very great advantage of being out of the way and not interfering with the motion of the arms and body in the least. As confidence is gained by actually swimming, even if only dog-fashion, the tube can be inflated less and less and finally wholly omitted. It gives confidence and safety, and makes learning to swim a pleasure from the start. It has worked with perfection and is confidently recommended to parents. If the bicycle is further utilized for a mile or two to the swimming place and return there will result a delightful warmth and exhilaration after the swim, and fathers will feel a thrill of youth that will more than repay them for all the trouble, and both fathers and children will feel more certain than ever that the bicycle is their friend. S. H. G.

VALUE OF MEMBERSHIP.

EDITOR L. A. W. BULLETIN:

An incident occurred to me last week, in Paterson, N. J., which would have demonstrated very forcibly to my mind, had such demonstration been

necessary, the advantage of membership in the L. A. W.

I was riding down the Main street of the town, on the right side of the street, and was just abreast of a pile of bricks which were being used for repairs to an adjacent building, when a wagon, which had been approaching me, turned over to my side of the street, and struck my wheel just in front of the brick pile, throwing me on the bricks and wrecking the entire front wheel of my machine.

The action of the driver was one of pure, malicious and wilful disregard of the "rule of the road," as the street was not particularly crowded, nor was there any necessity for his turning to the left side at that point, and, in addition, I shouted to him before his wagon struck me to go to the side of the street where he belonged, — which request was treated as if it had never been uttered.

The driver refused to pay for the damage done the wheel, so I at once brought the matter to the notice of Mr. C. Frank Kireker, the vice consul of the New Jersey State Division, who authorized me to inform the man that the League would protect my rights should he not be willing to settle the damage.

It was most gratifying to a member of the League to see the change in the man's demeanor when I explained to him the organization of the L. A. W., and its determination to protect its members. In my private capacity, as an individual, he laughed at my request that he should pay for the damage

Two and Two are Five

and any one of the twenty other kinds of Cyclometers is "as good as" the **Standard**.

The clever fellow who can demonstrate the second proposition will have *less* difficulty in proving the first.

New York Standard Watch Co.

"BUILT LIKE A WATCH"



A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. San Francisco. Denver.

done to the wheel; but the thought of legal procedures instituted by the L. A. W. evidently had a very salutary effect upon him for he soon "came to time," and the wheel was repaired at his expense.

I feel sure that it was only through my membership in the League that I was saved the amount which it would otherwise have cost me to have the wheel repaired.

I desire to take this opportunity to thank the New Jersey State Division, and Vice Consul Kireker in particular, for the courteous treatment rendered a member of another State division.

FT. HAMILTON, N. Y.

No. 80,567.

A SATISFIED MAN.

I have been a member since '92 and have induced quite a number of (respectable) people to join since that time, none of whom have ever regretted it. I think that I receive my dollar back each year with compound interest. In the first place, it is returned to me in the blessing of the good roads over which I ride daily. Secondly, I consider the weekly BULLETIN well worth double the money which I pay, as I find every word of it to be very interesting reading. The road book and maps which each member gets are of great value to any one touring. Thirdly, the grand good time which we all enjoy so much on Memorial Day cannot be discounted in any State. The winter entertainment at the Bijou was worth more than the year's dues.

Then the laws which have been passed for our benefit, through the work of the League officials, have been something which very few appreciate, as they enjoy their benefits. Dozens of other reasons could be advanced to show the benefits of League membership. So far as I am concerned, I never could invest money when I should be better satisfied with the return. I wish that every one who rides a wheel could think as I do, and the Massachusetts Division would receive such a boom as it never has before.

Yours respectfully, JOS. T. WHITEHOUSE.
SOUTH BOSTON, MASS.

ALL cycle paths lead to Louisville.

Don't scorch while the sun is at it. One at a time will last longer.

SET your pace by the thermometer; never mind your cyclometer.

THE bicycle is really nothing new to the man who has ridden it century after century.

THE church that is asking to have all its sins washed away still hopes to retain its stained glass windows.

THE Woman's Rescue League says no Christian woman can wear the present advanced style of cycle costumes. It is possible a Buddhist may affect bloomers.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,
12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . .25

Editor: **STERLING ELLIOTT.**

Associate Editor, . . . NIXON WATERMAN.

AUGUST 7, 1896.

HOW IS IT IN YOUR TOWN?

A locomotive must get up steam before it can pull the train, but it should not spend all its time steaming up. It should do more or less pulling after awhile.

A certain amount of discussion regarding any topic is necessary to awaken public interest, but after about so much talk has been indulged in something more tangible should be done.

In every city and town are people who are talking about good roads and clean streets. Talk is good enough for a starter, but it's no good for a stopper.

If you live in a town where a number of citizens reside who think something should be done along these lines, call them together and lay out a plan of action that will result in putting the theory into practice.

You can't pull much till you get your feet on terra firma. Your local newspapers will assist in the matter, unless they are moss-covered reminiscences of a fading past. Everybody wants good roads. How to get them is the only problem you have to solve.

Get your townspeople together and try. The chances are you already have steam enough up to do considerable pulling, if only you will apply it.

Try it.

Would you care to live just where you do,
Were all your neighbors just like you?

Total number printed this week, . . . **64,500**
Sent to paid Subscribers, **61,535**
Samples to Advertisers, Exchanges, etc., **2,965**

A CYCLER'S EPITAPH.

A burning sun,
A century run,
And then iced drinks galore;
And then sudden chill,
A doctor's bill,
And life's brief spin was o'er.

HOODLUM WHEELMEN.

We receive letters, daily, complaining of the misconduct of wheelmen, and we regret to say that sometimes the parties complained of are League members.

We want members, but we *don't want that kind.*

The names of all applicants are printed each week in this paper, and tickets are not sent until two weeks later. If you see in the list the name of any one who is not, in your estimation, a suitable person to become a member, you should write to the secretary to that effect at once, giving as fully as possible the reasons for your opinion. This will prevent the issue of a ticket to the protested party until after a hearing is had, and if your reasons are good the application is refused.

It is also an easy matter to accomplish the expulsion of a member, providing the evidence is sufficiently strong and explicit. There is no reason why any improper person should remain a member of the L. A. W., except that the necessary protest is not forthcoming from a reliable source.

AN EARNEST PLEA.

Oh, Satan, there are loins, we s'pose,
On whom you have to vent your wrath,
But keep your hottest place for those
Who throw tacks in the cycle path.

ATTENTION! L. A. W. LAWYERS!

The road department of the L. A. W. is to publish as fast as they are prepared, copies of laws, ordinances, etc., which might be useful in forwarding legislation.

These copies are kept on hand for distribution. We furnish them to any L. A. W. member who pays the postage.

One addition which we would like to make would be a desirable form of constitution and by-laws for State road improvement associations. We would be glad to have something brief and practical in this line submitted.

Also we would like suggestions as to a law which States might properly pass, and which would cover the building of what is known as State roads.

Massachusetts now has a very admirable law of this kind which we have in printed form, and will send on application. It is, however, rather lengthy,



If You Want

a reliable and satisfactory bicycle, it might pay you to learn all you can about the **Clipper**. New Clippers are not the cheapest bicycles (in price) made. There are worse wheels sold at a higher price. There are no **better** wheels sold at **any** price. We can make a cheaper bicycle than a Clipper, but it would not be so good. We charge for what we must make a reasonable profit on. Those who want more will not get it, no matter what wheel they buy or where they buy it. New Clippers are the offspring of a factory with experience that is not ashamed of its name plate or product. A Clipper may be just what you want.

♦ ♦ ♦





AMERICA
 "T"
 "R"
 "U"
 "S"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

but perhaps our lawyer friends can suggest a briefer form which would be equally efficient.

We should also be glad to hear from any member who has any suggestion to make as to what additions should be prepared for our present list of pamphlets, etc.

We shall soon have ready for distribution some very valuable matter, giving details of road construction. This will not be ready, however, for perhaps a month.

WHICH SHOULD BE LIGHTED ?

Should bicyclists be compelled to carry lanterns while the drivers of carts and carriages are not compelled to do the same ?

Certainly not.

Would n't it be better and more just to compel carriages to carry lanterns and let the bicycles go without them ?

It certainly would.

Do we not hear or read, every day, of carriages and carts and drays running over and killing bicyclists ?

We do.

Do we ever read of bicycles running over drays or carriages and killing their occupants ?

We do not.

Does the carriage get out of the way of the bicycle when in close quarters there is danger of an accident ?

No, the bicycle must get out of the way of the carriage, in most cases.

If the bicyclist carried a lantern could he see the carriage any better ?

No, not so well.

If the carriage driver carried a lantern could the wheelman see and avoid the carriage ?

He could and would, for, as a matter of fact, wheelmen do not ride under the feet of horses or the wheels of a dray just for the novelty of the thing. They try to avoid such things.

Isn't the big, slow-going vehicle more in the nature of a rock, and the swift-going wheel more like a ship at sea ?

If there were but one light for both of them, would you put it on the ship or in a light-house on the rock ?

JUDGE THOMPSON'S DECISION.

We are asked to print the decision rendered by Judge Thompson, of Louisville, in a case where a wheelman was tried for riding on a sidewalk where streets were bad. He said :

"In these cases the burden is on the defendants to prove that the road is actually in such condition as to render it unsafe for his bicycle to pass: this is not in justification but in mitigation of the offense, for, even where such condition exists, it gives him no legal right to ride on the sidewalk, except by rule of necessity, which must be justified in each



This trade mark is recognized in all parts of the world as the emblem of perfect cycle construction.

There are now made in America, Cycles of Cheap, Medium, High Grade and

Humber Quality.

Within the walls of every cycle factory in the world, HUMBERS are admittedly the best product in cycle construction which invent've genius, precise methods, skilled mechanism and unlimited facilities have produced.

Applications for **Humber** Agencies for the season of 1897 will be received at our Westboro office until Sept 15, 1896. Though we have largely increased our facilities of manufacture during the past season, the volume of our product is limited, and it is necessary our plans for the distribution of our 1897 product be completed by the 15th of September, in order that we may supply agents promptly with cycles they will require during the season of 1897.

A Humber Agency means Reputation, Satisfaction, Profit.

Once appointed, the **Humber** agent can always feel assured of steady business, for so long as he is conducting the business on satisfactory lines the agency will remain with him. It is the policy of **Humber** Companies to select agents whose character is on a plane with the reputation for integrity and quality earned by **Humber** Companies during the past twenty-nine years. We seek those only to represent us who appreciate the merits of honest goods, and who realize the value of and will aid us in supporting a truthful, honorable business policy. In every manner possible we seek to prevent any cutting of prices, that all buyers may be treated uniformly alike. We, therefore, require every agent to furnish a guarantee bond that he will not under any circumstances sell **Humbers** at less than our catalogue price, nor give or allow any rebate or commission.

HUMBER & CO., America (Limited),

ELLIOTT BURRIS, Managing Director.

WESTBORO, MASS.

case by the fact, and then it does not authorize him to ride at all if the sidewalk is occupied by pedestrians: he should dismount and pass the obstruction on foot wherever the sidewalk is frequented by pedestrians. In the business part of the city,—crowded thoroughfares,—he has no right whatever to ride on the sidewalk at any time, nor for any purpose.

"Women and children and old and infirm persons have a right to pass along the sidewalks not only free from danger of collision with bicycles, but free from apprehension from such danger.

"The proof, I think, shows conclusively in these cases that the roadway was in an unsafe condition for bicycles to pass by reason of its being out of repair and being deluged with water so as to render it dangerous, even impassable, to this vehicle, and that the neighboring streets were in no better condition, and it does not appear at what rate of speed the defendants were riding, nor whether the sidewalk was or was not at the time occupied by pedestrians; under these circumstances, I think, it would be unjust to assess a fine in this case, and they are dismissed.

"I think it the duty of the city to regulate the sprinkling of the streets so as to keep them reasonably safe for the passage of this vehicle, as well as others."

If you're anxious to reach the golden shore,
Buy a wheel from a cheap department store.

AN INTERESTING ROAD PROBLEM.

The following letter is decidedly interesting, in that it voices a common sentiment among the inhabitants of such districts as the one described. The question is how to get good roads in such places.

Read the letter, and we will tell you the answer.

TERIN, Lewis Co., N.Y.,
July 20, 1896.

EDITOR L. A. W. BULLETIN:

Dear Sir,—“Our” paper I always read from cover to cover, and am one of the enthusiasts on the subject, Good Roads. We have, however, a problem confronting us in this section that is, I think, in no way unique in those parts of the country where the roads are like ours—clay,—and where they have at times three, four, or more feet of snow in the winter.

The farmers are unable, many of them, to even meet expenses in these hard times, much less to make investments in macadam. Broken stone costs here \$1.50 per load, and it cost the corporation thirty cents per load to have it drawn and spread last summer. This summer they are in debt and cannot even repair that which was put on last year. But let me return to the roads outside the corporation. Seventy days' road tax has to be put on three and one half miles of clay road, which in the fall and spring gets so soft that the many pieces of advice which “our” BULLETIN gives, which are very admirable for macadam roads, do not apply. Driving with a light buggy becomes absolutely dangerous.

Now I want to start a Good Roads movement in this section, but how can I do it? It takes all the time now set down by law to put the roads into condition in the spring, and then they are really most excellent till fall; but even if the farmers could be persuaded to put in more work, how could they get the broken stone? Money is very scarce.

Highest
Grade



Highest
Price

The Lily cannot be made purer or more beautiful to the eye by artificial means. How useless is it then for us to waste superlatives on such an intrinsically good thing as the

**RECORD ...
PEDAL**

Other good things (so called) have flashed before us, comets of a season, but the RECORD is a fixed star in the cycling firmament,—a load star on which the long-headed manufacturer will do well to set his eyes. We are setting our house in order for 1897.



Record Pedal Mfg. Co.,

243 Columbus Ave.,
Boston, Mass.

* Is there a portable stone crusher which runs by horsepower? Can you tell me where to send for circulars? Please send me any information you have, and I will do what I can to forward the cause.

BARTON CRUIKSHANK.

It is true that the roads are very poor in many parts of New York State. It is also true, however, that the State, as a whole, is both populous and wealthy. We hope to see the New York Division pass a law next winter which will enable the wealth of the State to be used to help out such cases as the one above described. Massachusetts is building hundreds of miles of magnificent State roads through some of its poorest farming country.

The State pays three fourths and the county pays the balance. The farmer pays his little road tax in cash and spends his time at something which he understands better than he does road-making; and when he goes to market he drives over a road that is high and dry at all seasons of the year.

New York and all other States will some day adopt this plan, which has worked so admirably in Massachusetts and New Jersey. A complete printed copy of the Massachusetts law can be had for a stamp. Address the L. A. W. Road Department.

THE proposition to build a boulevard connecting Buffalo and Niagara is again being discussed, with a likelihood of its being carried to completion. Gen. Roy Stone's suggestion that it include a steel roadway meets with favor.

* Will manufacturers please send particulars to this office?

MORGAN & WRIGHT TIRES ARE GOOD TIRES

OUR QUICK-REPAIR TIRE IS A
GRAND SUCCESS—CATALOGUE
TELLS ALL ABOUT IT



PUMP UP BEFORE STICKING IN TOOL.

MORGAN & WRIGHT
CHICAGO

COTTAGE CITY, MASS.

BY STERLING ELLIOTT.

As the associated and local press has given much prominence to the "unpleasantness" in connection with the Summer Meet of Massachusetts Division, I have thought best to tell how it looked from the inside, and my principal excuse is that there is a moral to it which is capable of a wider application.

Among the members of every organization, not excepting the "Christian Endeavorers," there is a certain spirit of fun which is intensified by contact with numerous others of the same class, and still more by absence from home.

I remember of being on a train, years ago, which had as a majority of its cargo a delegation of Methodist ministers, who were on their way to attend some convention. They were in so great a majority that they paid little heed to the other passengers. They talked, told stories, shouted, marched up and down the car, and in various ways demonstrated that the tendency to hoodlumism "springs eternal in the human breast." Some of the stories were not the sort they would have told over the pulpit, and some of the drink they passed around was n't water, but everything "went," and the general opinion seemed to be that they were having lots of fun, no one questioning the propriety of it all, "under the circumstances." "Men are only boys grown tall," but in growing tall they lose much of the coltishness incidental to youth. A lot of young

THAT BICYCLISTS CONSIDER

Single-Tube Tires the Best

Is shown by the more than **Quadrupled Increase of Sales of Single-Tube Tires** in the United States during the past two years.

The following named reliable firms and companies only are licensed to manufacture **Single-Tube Tires** under the Tillinghast patents:

THE BOSTON WOVEN HOSE AND RUBBER CO.
THE REVERE RUBBER CO.
THE NEW YORK BELTING AND PACKING CO., Ltd.
THE POPE MANUFACTURING CO.
THE NEWTON RUBBER WORKS.
THE DIAMOND RUBBER CO.
THE R. F. GOODRICH CO.
THE NEW YORK TIRE CO.
THE HARTFORD RUBBER WORKS CO.
L. C. CHASE & CO., of Boston.

THE MECHANICAL RUBBER CO., of Chicago.
THE HODGMAN RUBBER CO.
THE PEORIA RUBBER AND MFG. CO.
THE INDIANA RUBBER AND INSULATED WIRE CO.
THE KOKOMO RUBBER CO.
THE MECHANICAL RUBBER CO., of Cleveland.
THE HARTFORD CYCLE CO.
THE IDEAL RUBBER CO.
THE SPAULDING & PEPPER CO.

All Single-Tube Tires made by other manufacturers are infringements.

SUITS have been brought against infringers in every UNITED States Circuit.

men away from home, especially if they possess any of the stuff that tends to make successful ministers, or whatever, are bound to have fun, and when, as a part of that fun, they indulge in too much of the refreshment that St. Paul advised Timothy to use for his stomach's sake, they are apt to carry fun to an extent that is likely to annoy right-minded people, and especially those who have short memories and long faces.

Among the wheelmen who went to Cottage City, were a few, a *very few*, who carried as a part of their baggage what the local paper was pleased to term "bug juice," and these boys stopped with an Italian gentleman who keeps, or rather, who is kept by, a restaurant with sleeping attachments.

When the noise got too strong he did the best he could to stop it, but his experience in roasting beef was all he had. Instead of going among them as a landlord of dignity and intelligence would have done, and by his bearing and talk commanding their respect, he talked of shooting and stabbing, and, it is claimed that on one occasion he produced the implements. The result was what any one of experience might have expected.

There was not a moment during the so-called "riot," when any person in authority was in the slightest danger of bodily harm. All the rot about "burning the town," "lynching the police," etc., etc., was but talk of the cheapest sort, indulged in half jokingly by some boys who would n't have mobbed a goat, and whose mothers, had they heard

it, would probably have administered the corrective slipper to the "murderous rioters" where it would have done the most good.

The citizens of the town, even more than the visitors, were anxious to see the parade and the elaborate display of fireworks which we had provided, but a few of the well-meaning, though misguided, Christian gentlemen on the "Board of Trade" decided that a vicarious atonement should be made in the interest of the "Camp-Meeting element," and accordingly they voted that "the band" should not lead through the sacred streets of Cottage City any parade of an organization which was even remotely responsible for the "riotous" boarders at the Italian conservatory of mutton. The result of this decision was that the parade and fireworks were, by a unanimous vote of all the wheelmen, transferred to Vineyard Haven, greatly to the delight of the citizens of that "quaint old town."

The publisher of the single Cottage City paper, who called me in his sheet a "courteous gentleman," and then proceeded to say hard things about everybody else, is deserving of something in return for his part in the controversy. I believe that he is entitled to all the disgrace growing out of the fact that he was entirely sincere in what he said. His incendiary utterances would have amounted to nothing except for the unfortunate fact that they were printed, and thus placed on record. I believe he did the best he knew, but whether a man of his warlike

Good Roads— Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.



Coasting Contests

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires; they make the bicycle run easily.

Our Catalogue tells why. Send for it!
The Palmer Pneumatic Tire Company, Chicago

temperament should be allowed to publish a paper in a town that prefers peace, is another thing. However, the fact that he has done so for many years, and has by strict attention to the business of others built up his publication so that, according to the last newspaper census, it has attained the magnificent circulation of four hundred copies, is perhaps a stronger argument than any poor words of mine.

His abhorrence of the effects of liquor is his strong point, and is based on a daily experience which would paralyze any two of the "hoodlum wheelmen."

His attempt to influence the authorities of Vineyard Haven against the wheelmen after he found they were to go over there, and his efforts to induce newspaper correspondents to roast the L. A. W. in the Boston papers, are perhaps a fair indication of what, for the sake of a word, I will call his "character."

During a conversation with one of our members, this æsthetic caterer to the mentality of the *four hundred* (estimated by Rowell's Directory), pulled from his hip pocket a huge revolver, and assured the interested listener that in his daily strolls along Siloam avenue he always carried this piece of artillery with him, and that should any emergency arise he proposed to "sell his life as dearly as possible."

He did n't name any figure to indicate what he would call "dear," but I would suggest twenty-nine cents, as about right.

"Mob him?" said one of the boys, "why we'd as soon think of mobbing the town pump."

SYNOPSIS:

- 1st. The wheelmen should not have "cut up" so.
 - 2nd. The people directly interested should have shown more wisdom in dealing with them.
 - 3rd. Christianity should be practiced a *little* in a town where it is preached so *much*.
 - 4th. If a man really wants to "put down" liquor he need not necessarily try to deny others the same privilege.
 - 5th. When any man becomes so "preserved in alcohol" that he thinks it necessary to ring the fire bells and call out the sober citizens of a town to suppress an imaginary "riot," he should be told that self-preservation (in alcohol) is the first law of nature.
 - And, 6th. "All flesh is grass, and all the goodliness thereof is as the flower of the field." Many who stand in high places today are liable to be snowed under at the ballot box, and be cast into outer darkness at the next election in Cottage City.
- Whether the wheelmen ever spend another six thousand dollars there will depend.

It's a long lane that has no bottom.

THE man who rides in a buggy nowadays must be satisfied with a place at the tail of the procession.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make
"Gold Crank"

**FALCON
BICYCLES**

*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night
With the "Search-Light"
— is a pleasure.

Send for
Circular No. 72.

THE 1896 **SEARCH
LIGHT**

IS A WONDER

USED BY AND A GREAT FAVORITE WITH
Cyclists, Canoeists, Boat Clubs and Campers.

Very effective on Carriage Dashboards.
Price \$5.00 of all Dealers.

BEWARE OF IMITATORS! Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows — always leads.

BRIDGEPORT BRASS CO.
Bridgeport, Conn.

19 Murray St., New York, 85-87 Pearl St., Boston,
17 North 7th St., Philadelphia.

L. A. W. HOTEL RULES.

The following is a set of rules for cyclists in use at many hotels, so an exchange says:

Board, \$50 per week. (Meals extra.)

Guests are requested not to speak to the dumb waiter.

Guests wishing to get up without being called can have self-rising flour for supper.

Guests wishing to do a little driving will find a hammer and nails in the closet.

If your room gets too warm open the window and see the fire escape.

If you're fond of athletics and like good jumping, lift the mattress and see the bed spring.

If your lamp goes out, take a feather out of the pillow: that's light enough for any room.

Any one troubled with nightmare will find a halter on the bed post.

Don't worry about paying your bill; the house is supported by the foundation.

HERE'S AN IDEA.

Mr. Louis Redding, of West Medford, Mass., one of the good rank-and-file members of the great L. A. W. army of riders, has a peculiar knack or habit or something of the kind, of thinking with his brain. In so doing he often gets ahead of those who use a liver-pad to do their thinking with.

Mr. Redding has somehow reasoned it out that the best time to do anything is here and now. He

rides about the country somewhat, and he meets wheelmen who wish to know the best route to this or that place. He produces his road book, where the desired information is on tap. The other man, if he's an appreciative man, is likely to be interested in a book of the kind, and asks where he can get it. He is told it sells for two dollars, but is given to League members free. He also alludes to other advantages of League membership, and says the whole thing costs one dollar a year and the initiation fee is one dollar. The stranger says he will join "sometime," and get "one of those books." Mr. Redding gives him his book then and there, takes his two dollars, and then gets the book due on the new member's ticket. In this way he always has the goods to deliver, and that's a forceful factor in closing a deal.

It is a suggestion that is worth the consideration of all the good friends of the League.

If the League is a good thing for us, it is a good thing for our friends, and, better yet, when all of us are members. Gather them in.

THE BAY STATE FAIR.

The managers of the Massachusetts State Fair, to be held at Worcester, Sept. 1st to 4th inclusive, have set apart Friday, Sept. 4th as "bicycle day," and on that date the "hoss trot" will give way to the racers who ride the seductive wheel. The world moves.

L. A. W. OFF FOR LOUISVILLE

... VIA ...

PENNSYLVANIA LINES

The Shortest and Most Popular Route between Chicago and Louisville.

The only line that will take you through the great Natural Gas Belt of Indiana, where the country is illuminated for miles by the blazing flambeaux.

\$8.00 Round Trip from Chicago

Tickets on sale August 8, 9, 10 and 12; good to return until August 18.

TWO TRAINS DAILY:

Leave Chicago 10:30 A.M., 8:15 P.M.

Arrive Louisville 7:45 P.M., 7:00 A.M.

Pullman Dining and Parlor Cars on day trains, and

Pullman Vestibuled Sleeping Cars on night trains.

WHEELS CHECKED FREE.

Pennsylvania Ticket Office, No. 248 Clark St.; Union Passenger Station, cor. Canal and Madison Sts.

For particulars, please call upon or address,

T. R. WILT, City Pass. Agent, 248 Clark St.

H. R. DERING, Asst. Gen. Pass. Agent.

THEY'RE "AGIN' IT."

In the July 3d issue of the *L. A. W. BULLETIN*, there was published a design for a red, white and blue emblem, which was submitted for the consideration of members, several of whom had expressed their preference for those colors instead of the present official color, royal purple.

But —

We have received scores and scores of letters regarding the suggestion. All of them speak in the highest terms of the American flag. All of them think its colors are beautiful. All of them say it's a good combination of colors for a flag. But only a few think they would be good colors for the L. A. W. The objections to a change of League color is fairly expressed in the following words, which accompany a considerable list of names sent from Newark, N. J.:

1. Red, white and blue, the National colors, while very attractive and patriotic, are objectionable because almost universally in use, and therefore too common to be distinguishable as the colors of a special organization, even if such organization embrace among its members residents of every State in the Union.

2. We desire to express a decided preference for the color known as "ROYAL PURPLE," which is now, and has been since the beginning, the distinguishing color of the organization.

The almost unanimous opinion of League members, as expressed in the large number of letters received, is that the present official color, royal pur-

ple, shall remain. Plenty of good reasons are advanced for retaining it.

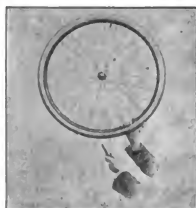
The many correspondents who have shown a kindly interest in the subject will accept this as a recognition of their letters. The discussion has not been in vain. It has been proved that the members like the present color, and has awakened an interest that will result in many more wearing it than have heretofore done so.

THE DEATH OF JOSEPH GRIEBLER.

The racing men have made a substantial start toward the raising of a fund for the penniless widow of the unfortunate man who lost his life on the track at Lima, O., July 29th. Her address is Granite Falls, Minn. The *L. A. W. BULLETIN* has sent her a check and hopes many others may do likewise.

SOME eastern papers are still telling cyclists who intend visiting Louisville during the L. A. W. National Meet not to forget a lamp and bell, as the ordinance governing the use of these is very strict, and the Louisville board of safety refuses to relax its vigilance, even for the accommodation of the visitors. This we believe is a mistake. We have it from the best authority, that the lamp and bell ordinance has been made inoperative during the time of holding the Meet.

A REFORMED street-car rail is demanded by cyclists and carriage drivers.



It won't leak! Short Stop did it.

THE . . .
GREATEST
INVENTION
OF THIS . . .
BICYCLE AGE



Every rider,
sooner or later is
bound to use

SHORT STOP PUNCTURE FILLER

It prevents leaks, effectually closes all punctures, increases the resiliency and doubles the life of your tire. Any one can apply it to any tire in 15 minutes. Its effects are lasting. Applied through the valve. Coats the inner surface of the tire.

Price Per Tube, \$1.00; enough for one tire.

MANUFACTURED SOLELY BY

MORLEY BROTHERS,
Saginaw, Mich.

The Trump Cyclometer

The Most Perfect Recorder Made
for Bicycles.

NEAT
—
NATTY
—
NOISELESS

CAN BE
SEEN AT
A GLANCE
FROM THE
SADDLE



REGISTERS
10,000
MILES
BY TENTHS

WEIGHS
LESS THAN
2 OZ.

Water Proof
—
Dust Proof

Retail Price \$1.50.

Send for Catalogue which contains other
wheel novelties.

THE WATERBURY WATCH CO.

WATERBURY, CONN.

ROADS vs. MONUMENTS.

F. R. NUTTING.

How much better off the entire community would be if, instead of annually spending the enormous amounts which the great monuments and tombs for our great men cost, and which are for mere idle show, and in a few years are hardly noticed, if the same amount could be expended in constructing and maintaining an equivalent amount of good macadam road, — a good long strip of which might be termed "Grant Memorial Road," or "Lincoln Macadam Memorial," or the like, as the case might be.

The lives of our great men would be ever before us in a far more impressive and noticeable shape, and the entire community might have the benefit of it, whereas, in monuments and the like, *no one is benefited.*

We are inclined to favor the idea advanced by our correspondent, and shall be interested to see what community will be first to adopt the suggestion.

Lives of great men should remind us to improve our roads, instead of leaving useless tombs behind us to mark the memory of the dead. Money spent in marble mourning very seldom ever pays; let us then regard the warning and have it used to "mend our ways."

ALL aboard for Louisville.

THOSE ACCOMMODATING RAILROADS.

EDITOR L. A. W. BULLETIN:

Last week a party of seven went from Pittsburg to Lakewood on a bicycling trip. We took the Lake Erie Road, which checks bicycles free as far as Youngstown, the terminus of their line, and then took the N. Y., L. E. & W. R. R. to Lakewood. We all purchased tickets, for which we paid full price, and which are ordinarily supposed to carry the privilege of baggage. When we reached Youngstown we found that a 20-lb. bicycle was not baggage in the opinion of that road, but was excess baggage, whether one had other baggage with him or not. The return from Lakewood shows the very successful way that the N. Y., L. E. & W. Road have for inducing people to travel by another route. I had no baggage with me but my wheel, and this is what the regulations of that road required me to do to get it back to Pittsburg:

1st. I had to pay 60 cents or 20 per cent. of the regular unlimited one-way fare from Lakewood to Youngstown, as excess baggage, although my wheel was not excess baggage.

2d. I had to perform the duty of the baggage agent by taking my wheel to the door of the baggage car myself, and handing it to the baggage-man on the train.

3d. I had to accept a check releasing the Erie Railroad from any damage done to my wheel, "whether caused by the negligence of said company, its agents or servants."

If you want a Wrench that is durable, and will not take the corners off the nuts on your bicycle, here it is!

HALL'S IMPROVED WRENCH FOR THE... BICYCLE

Nickel Plated (6 inch Size)
Weight, 6 1/4 oz.
Pat. March 13, 1894.

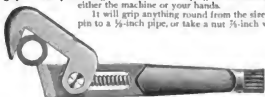


It is drop-forged from Tool Steel, assuring lightness, strength and durability.

It will grip a nickel-plated or polished nut without marring or crushing the corners.

You can use this Wrench so that the harder you pull, the tighter it will grip the nut, preventing the Wrench from flying off and damaging either the machine or your hands.

It will grip anything round from the size of a pin to a 1/2-inch pipe, or take a nut 1/2-inch wide.



This cut shows the Hall Bicycle Wrench, as used on tubing, and also how it may be applied on nuts, the corners of which have worn round. No other wrench will grip a nut so worn.

MANUFACTURED BY

SAMUEL HALL'S SON

No. 229 West 10th Street, New York City, U. S. A.

Sent by mail on receipt of price, . . . \$1.00

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for them. Sample by mail, 10 cents.

....

ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

4th. After doing all this, and although I had a ticket reading through to Pittsburg, on which my trunk would have been checked through to Pittsburg, the bicycle would not be checked through by the Erie Road, and its regulations required me to get out of my Pullman berth at 1.35 in the morning, when their train reaches Youngstown, present my check, and take my wheel from the baggage-man of that train, and then get it checked on the P. & L. E. Road from Youngstown to Pittsburg. Under the regulations of the Erie Road there was no possible way that I could get my wheel checked through, even by the payment of any other sum of money in addition to these onerous restrictions, except the suggestion of the agent of that road at Jamestown, that I should get my wheel crated and send it to Pittsburg by express.

It is true that in my own case, thanks to the courtesy of the general passenger agent of that road, who happened to be in the same hotel with me, and who gave the agent instructions to check my particular bicycle through at night, showing that it could be done, I did not have to get up and re-check it; but the rest of my party, returning the next day, had to suffer all the inconvenience required by the regulations of that road. Only a month before a bicycling party of nineteen of us had gone to Saegertown from Pittsburg, over the same road, and been subjected to the same impositions, and the unreasonable of such treatment strikes a wheelman with great force, particularly as both in New

York and Ohio, I believe, there are laws requiring railroad companies to transport bicycles free of charge; but this road takes advantage of the fact that it runs through a corner of Pennsylvania, and so imposes on wheelmen in this way. The Allegheny Valley Railroad checks bicycles free from Pittsburg, clear through to Chautauqua, and I am not surprised to find that the second time wheelmen go to Chautauqua they take the Allegheny Valley Road, although the Erie Road makes better time, and but for these unreasonable impositions would get most of the traffic.

JULY 23. EDWARD A. WOODS, No. 112,747.

"SPECIAL PRICE TO LEAGUE MEMBERS."

The reasons why people should join the L. A. W. are getting more numerous every day. Among the latest inducements is the reduced rate offered by the New England Mutual Accident Association of Boston, which has hundreds of branch offices in all parts of the country.

A BOSTON member says stooping over school desks does n't make boys stoop shouldered, and that the bicycle stoop will not injure anyone. His philosophy is, stoop over as much as you can if you wish to be square-shouldered.

FISHERMEN who get too much bait from the bottle get their "reel" from the same source.

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I.
Brockton, Mass.**New Roads and Road Laws**

IN THE UNITED STATES.

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - - Boston, Mass.

Sent by mail on receipt of \$1.00.

The Hit of the Season.

An Aluminum Fob.

Every cyclist should have one. 57,000 already sold. Mailed for 25 cents.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Special prices to dealers and agents. *Makers of Indiana Chains.*

AESTHETIC SUGGESTIONS FOR ROAD-BUILDERS.

Hundreds of years of work where dollars and cents were the chief things to be considered, and the reading and study of volumes on utilitarian subjects only have driven out of the engineering mind nearly all aesthetic considerations.

But in the new road movement, may we not endeavor to combine beauty with utility?

To be sure, a curve ought not to be in a road just to beautify it; but if the curve must be, and is through a wooded tract, we can leave groups of forestry along the roadside in such a way as to make shady resting places and pleasant surprises for the traveler, without injury to the road.

A sixty-foot right-of-way is n't room for very large groups of trees, especially in low ground where the ditches are wide; but on the summit of hills, where they are small, quite large groups of trees may be left or planted in such a way that on coming up to the summit one enters a portal of green. On the high or level land the trees may be farther apart, or none at all, for quite a long stretch of road, so that on leaving the grove at the hilltop you get a broad view of the yellow wheat fields and cosy farm houses in their setting of orchards.

Coniferous trees, such as the fir and cedar, are not the best for highway shade trees, because they

Bicycling Goods...

For Men and Boys.

We append a list of some of the wonderfully low priced goods we sell, and which may safely be ordered by mail.

J. J. J.

BICYCLING SHIRTS

WELL MADE AND PERFECT FITTING.

Cheviot Shirts, at 50, 75 cents, \$1.00 and \$1.50.
Madras Shirts, at 75 cents, \$1.00, \$1.50 and \$2.00.
Flannel Shirts, at \$1.50, \$2.00 and \$3.50.

Bicycling Caps, golf style, in plain and mixed cloths, at 25, 50, 75 cents and \$1.00.
Leather Belts, in every desirable style, at 25, 50, 75 cents and \$1.00.

The "Cantail" Belt, good leather, at 50 cents.

Men's Wool Sweaters, at \$1.00, \$1.50, \$2.00, \$2.50 and \$3.00.

Men's Wool Sweaters, with sailor collar, at \$1.50 and \$2.00.

Boys' Wool Sweaters, at 55 cents, \$1.00 and \$2.00.

Boys' Wool Sweaters, with sailor collar, at \$1.25 and \$1.75.

Golf Stockings, at 50, 75 cents, \$1.00, \$1.50 and \$2.00.

MONEY REFUNDED IF GOODS ARE NOT SATISFACTORY.

STRAWBRIDGE & CLOTHIER,
PHILADELPHIA.

do not shed their foliage. In Western Oregon we want the sun in winter and shade in summer; hence deciduous trees are better for our purpose. Yet our evergreens are so beautiful that we ought to have an abundance of them along the roads.

In our mountain highways, even in a sixty-foot right-of-way, an endless variety of pretty effects may be produced by skillfully leaving the forestry in groups at the turns of the road, and by trimming out the lower branches in some cases so that one gets a view through the trees. Young fir trees growing in groups are too solid looking; too much of a sameness in their color and outline. The solid mass of green needs to be broken by cutting out portions so that one gets glimpses of shady nooks and mossy resting places, where the fairies hold court every full moon.

I wish there might be left unmolested a few of the big fir trees along some of our mountain roads. These forest kings are the delight of the men who build ships and bridges—the utilitarian people. They never tire of observing the magnificent cylinders, crowned with evergreen. In our mountain roads the curves are usually quite sharp, and the twenty or thirty feet actually used is frequently all on one side of the sixty feet right-of-way, or may be built so. This leaves quite a strip for our forestry and bicycle path.

Some persons imagine that landscape gardening for roads reaches a limit when a tree of some sort has been planted every twenty or thirty feet along



THE MATCHLESS
"STEEL GENDRON"
 Perfect in every detail of
 mechanical construction.
SWIFT-STRONG-SURE
 REFERENCES:
 The thousands of cyclists
 who ride the "Steel
 Gendron."
 Reliance Bicycles are better
 than most high grade wheels.
 Send for Art Catalogue.
Gendron Wheel Co.
 TOLEDO, OHIO.

BUFFALO COURIER COASTING CHALLENGE CUP
 ... WON ON AN **ORIENT**
 [COPY OF TELEGRAM.] JULY 18.
 WALTHAM, MASS., July 23, 1896.
 WALTHAM MFG. CO.,
 240 Broadway, New York:
 Orient wins Coasting Contest at Cottage City
 Meet. 20 starters.
WALTHAM MFG. CO.
THEY LEAD THE LEADERS!
The WALTHAM MFG. CO.
 240 Broadway,
 Factory, Waltham, Mass. **NEW YORK.**

A.... Mother
 loves her
 child and
 can feed
 it with a
 nature's
 food if
 she, her-
 self will
 but take

Pabst... Malt Extract
 The
"Best" Tonic

PABST MILWAUKEE

THE ART OF BREWING MAN
 DEVELOPED IN THE GERMAN

BECK'S BEER
 SUPREMACY
 WORLD'S FAIR

the road-side. To be sure, a row of trees is always pretty, and they should be so planted, in some places, but this ought not to be a fixed rule.

The places where trees are best planted, mathematically, is where the surrounding landscape is a highly improved one, where everything is made over by man, and where it is plainly apparent that it is so. In such places, the trees exactly spaced, the edges of the grass plats closely cut on exact lines, are all in keeping, and are very beautiful.

The geometrical style of landscape gardening is of Roman or Italian origin; but it is largely superseded by what is known as the natural style, which is the one we prefer for general purposes.

For the good of the roads, some places ought not to be shaded at all; dead flat, naturally wet pieces of road need all the sun they can get; but on roads where the grades are steep enough to drain well, on the hilltops, and in the elbows of the road, trees may be planted without detriment to the earth roads. On macadamized or gravel roads, it does n't matter whether they are shaded or not, so far as the road is concerned.

Where roads cross small streams, pretty effects may be produced by planting a few willows on the right-of-way near the stream, if they are not already growing there, and if the banks are not so low as to be wet or sodden, black walnuts, butternuts and elms will do well. On the hilltops plant maples, elms, lindens, chestnuts and poplars, and do not forget some of the hardy flowering shrubs. Even

if the trees are nearly in a row, they may be so planted as to look like a group or small grove to a distant observer.

Two or three poplars, flanked by maples, elms and lindens, will give a fine effect. Oak trees are such slow growers that it is almost a sin to cut them down. Whenever possible, the road-builders should leave some of them. At a cross-road, in a wide plain, such as occurs in some of our prairie localities, trees should be planted about the intersections to form a shady resting place. They may be so arranged as to resemble a natural group to a traveler approaching.

Where there are springs along the right-of-way, and they are quite common in some localities, special care should be taken and a little money used, to beautify the place. There is no reason why a road-side spring should not be a thing of beauty, instead of the ugly mudhole it usually is. Water is a wonderful landscape gardener; wherever it runs, wherever it appears, it proceeds at once to beautify the surroundings; and if it is obliged to make its way through rugged rocks it continually protests and growls and scolds about it. It attacks with vigor the walls of its pent-up canyon, and only seems satisfied when it spreads out in the valley below, where the trees and flowers grow.

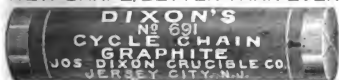
If a flowing spring is in a highly improved locality, the small reservoir into which the water falls may be of molded concrete, or, if money is plenty, of cut granite or marble, a highly wrought work of



EVANS' IS SIMPLY A GOOD OLD ALE.

THAT'S ENOUGH!

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

art. I do not believe it is the prettiest way to have the water flow out of the mouth of a stone lion, or out through the throat of a lead swan. It is too suggestive of over-eating. Let it flow out of a hole in the rocks or come up into the basin from below. In mountain localities, where the scenery is rugged, and nature presumptuous, do not use any cut stone for your fountain, or spring improvements; build it out of rough stones. If the water comes out of the ground at or a little below grade, arrange the stone about the little reservoir to look as if the water had some day burst or broken its way out, or, if it has a little fall let it be as if it had worn away a place for its flow. In general, let all of your ornamentation be in keeping, for the soul of landscape gardening is to create harmony. In regard to road alignment, it is not beautiful to have curves in a road on a dead level area, when there is no reason other than a desire to have one. A road is built from one point to another, and there should be no curves in it, unless there are reasons for it, such as the contour of the ground or rocks, or clumps of trees, to be avoided. A straight line is a line of beauty in a road, unless there are clearly apparent reasons for curves.

In landscape work, elliptical, parabolic and compound curves are finer than segments of circles. Nature makes few true circles on the ground.

Finally, I recognize the limit of a sixty-foot right-of-way, and that a road costing dollars of public money is a business proposition; and that in this

BICYCLE SPRING SEAT POST.

FITS ANY WHEEL. ANY SADDLE MADE COMFORTABLE.

NO JOLT!

REGISTERED, MAY 12, 1906

NO JAR!

Can ride twice as far with less fatigue. Uneven roads, Car Tracks, Sidewalks, Holes or Ridges are never noticed.

Avoids all pounding to wheel or rider, and prevents punctured tires.

Saves 75 per cent. wear of bicycle. Physicians say it removes all objection to bicycle riding.

Adjustable to weight of rider.

Price, \$3.00.

In ordering give exact size of seat post-hole.

AGENTS

wanted everywhere. Liberal Profits.

"A Needed Hygienic Improvement."

Sent C. O. D., express charges prepaid, with privilege of Two Days' Trial, and money refunded, (less express charges.) If post is not exactly as represented, or can be ordered through any dealer with same privilege.

BROOKS SPRING SEAT POST CO.,

1541 W Marquette Bldg.

CHICAGO.



A BICYCLE CHAIN THAT SNAPS

pushes harder than one that don't. You do the pushing. The B. & Z. Brush-Top Chain Lubricant makes a wheel run easier—costs a quarter. BERRANO & ZACHARIAS, Aubury Park, N. J.

utilitarian age the things I have written about are secondary. But, if reading the above suggestions will cause the practical and business-like roadmaster to think twice before he cuts down a splendid tree growing in the edge of the right-of-way, or, if it encourages him to beautify the naturally picturesque places where it can be done with little cost, I shall be satisfied. — W. B. CHASE in *Good Roads and Cyclist*.

A BICYCLE dealer in Biddeford, Me., puts a "Good Roads" line in his advertisement. Others are saying a word for the L. A. W. in the same manner. The dealer who wishes to be recognized as an up-to-date man will lose nothing by adding, "We want Good Roads," and "Join the L. A. W." to his advertisement.

"GAMELAND" AT HALF PRICE.

That interesting monthly of "the woods, the waters, the mountains and the fields," is now offered to L. A. W. members only at 50 cents per year (regular price \$1.00.) The address is 277 Broadway, New York City.

PATHS filled with nails, tacks and the like mean hardware on the tire.

The English are known as a nation of beef eaters, but just now Louisville is our National Meet.

LEAGUE



LIGHT. FAST MADE TO LAST TIRES LEAD

USE YOUR OWN GOOD JUDGMENT WHEN BUYING TIRES. THE MERITS OF THE LEAGUE APPEAL TO GOOD JUDGMENT. BOTH SINGLE AND DOUBLE TUBE. MINUTE REPAIR KIT FREE WITH EACH PAIR.

NEW YORK BELTING & PACKING CO. LTD.
MAKERS OF RUBBER GOODS FOR OVER 50 YEARS, N.Y.C.

THE PASSING OF THE HORSE.

Only a horse!

A backwoods horse; and yet
An animal of noble lineage,
With right to boast of bluest English blood
That ever flowed through equine veins and knew
It not! An eventful life he led
Upon the woodland farm. A stolid man
His owner was, in whose lack-lustre eyes
A horse was but a horse, and nothing more;
Who neither knew nor cared to know the worth
Of pedigree in horseflesh, and who worked
The noblest beast from year to year, in dull
Routine of service at the plough, or drove
His fiery, yet tamed, Bucephalus
With grist of corn to mill, beyond the ridge,
Or in the ancient buggy hitched him up
And drove on Sundays to the meeting house
In Thompson's Grove, a dozen miles away.

And so the years rolled on, and poor old Prince,
No longer in his prime, was sold one day
For forty dollars to a keen-eyed man
And driven to nearest market town
And crowded in an ill-smelling car
With ten or fifteen others, and sent East.

One cold, gray morning, from his narrow stall
In the big barn where he now found himself,
Old Prince was taken forth. A street car stood
Upon an iron track. They hustled him
In front of it. He heard the clank of chains,
And presently a corporation's slave,
He moved off down the street, the noisy car
Rattling behind him. Patiently old Prince
Ambled along. It was all one to him.
The heyday of his youth had passed, and life
Held nothing that a self-respecting horse

THE HARDY CYCLE COMPANY

Are now offering
the 1897 Model of the

"Hardy" and "Lady Hardy"

BUILT FOR "COMFORT."



Write for Catalogue, illustrating the "SUSPENSION BICYCLE,"

To 42-48 W. 67th Street, New York.

Trenton Cyclometers

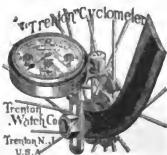
are best, and quality considered, are
the cheapest. Made of aluminum.

Three Models
for 1896

Model A registers 1,000 miles and re-
peats, weight, 2½ oz. Price \$1.00.

Model B registers 10,000 miles and re-
peats, weight, 2½ oz. Price, \$1.50. U.S.A.

Model C registers 10,000 miles and repeats, weight, 1½ oz. Price, \$1.75.



TRENTON WATCH COMPANY,

TRENTON, N. J.

Need worry over.

Merciful powers!
What is that? A boy, or what seems a boy,
Rides upon a strange and fearful-looking
Thing with two wheels, one before the other.
His back is humped. His face is set and stern.
His feet fly madly up and down as if
Some fearful agony possessed them! Lo,
What is it? Quivering in every limb,
With nostrils distended and a snort
Of rage and terror, Old Prince stood straight up,
The blood of his long and noble line
Of English sires rose in righteous wrath
And sense of burning outrage. With a bound
His youth and strength came back. He set his jaws
Threw back his ears and tore along the track
At racing speed — a strange, unheard-of sight —
A car horse running away and dragging
The car after him! Calmly the driver
Applied the brake. The harness held. Old Prince
Slackened by degrees his speed. In his eyes
The fire died out. The deadly brake had done
Its work as a discourager and broke
The spirit of another horse.

The other day
They took him out to Western avenue
And left him. Glue factory. Two dollars.

— *Chicago Tribune.*

SOME one who should be taught to scatter seeds
of kindness, has been scattering tacks on the side
path and roadway between Queens and Elmont,
L. I., and Floral Park, N. Y. Wheelmen should
look out.

A ROLLING stone gathers no moss, but it's differ-
ent with a rolling mill.

Recruiting Ammunition!


The following "campaign supplies," and several others, are illustrated and described in a circular which may be had for the asking.

A CHEST PROTECTOR FOR HORSES.



The accompanying cut illustrates a bib or breast apron for horses, which has proven a very successful advertising device for the L. A. W. Its chief merit is its appropriateness. Samples will be sent by mail, postage paid, on receipt of **15 cents each**. This is made of thin cotton duck, and serves the humane purpose of keeping the flies off the horse's breast, a point at which it is difficult for him to defend himself even when not "checked" very high.

In winter they will be made with a thick lining and used as a protection against wind

and cold. The horse has always wanted Good Roads, and now the L. A. W. enables him to say so.  The L. A. W. will pay the freight on any quantity you order.

THE L. A. W. PUZZLE.



The puzzle is to take off the three rings without bending the bar. It is easy, of course, when you know how, but up to the moment when you do know how it is a puzzle of no ordinary interest. **Sent by mail for 2-cent stamp.**

We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cents per book**.

An entirely new ticket holder, transparent on both sides, **10 cents**.

GOOD ROADS SHIELDS



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L. A. W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **Solid silver, 60 cents; gold or silver plate, 30 cents.**



The latest and slickest cheap pin ever gotten out for the L. A. W. The background is navy blue and the letters aluminum. The price? Well, say! you can't kick about the price.

If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each plus five cents for packing and postage; over twenty and less than one hundred, one cent each plus ten cents, one hundred and over, one cent each, and we pay the freight.

ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS.

(TRADE MARK) Puncturine

Is a Chemical Compound made on a scientific basis; a harmless liquid that will not gum or cake, and the only preparation that will not injure the tire. It acts like magic on single-tube tires. Puncturine is endorsed by the leading rubber manufacturers, and is the only preparation that will stand the test on rubber. **Price of Puncturine is 30 cents per tube.** For sale by all dealers, or sent by mail on receipt of price.

PUNCTURINE MFG. CO., Canton, Ohio.



CLEAN YOUR BICYCLES with "Three in One."

Prevents tarnishing and rusting. Polishes the frame. The only lubricant for chain and bearings. Never gums; clean to use. Ask your dealer for it, or send 10 cents for sample in a Star Nickel Oil Can. **G. W. COLE & CO., 111 Broadway, New York.**



STOLEN. From Eugene Smith, Scio, N. Y., an Express bicycle, No. 9718; rubber pedals; 64 gear; No. 77 Harford tire; '95 pattern. Address as above.

STOLEN. On Wednesday, July 29th, 1896, at 7:50 A. M., a Howard Bicycle, Livery No. 3 on the handle bar, Mfg. No. 51,192 on the crank box. This wheel made by the Monarch Cycle Co. of Chicago, Ill. Sold by Geo. Worthington Co., Cleveland, O. Send all information to F. L. HANDLEY & Co., Watertown, N. Y.

STOLEN. At Nahant, Sunday, Aug. 2nd, 1 Steam Special; 94 model; black frame; yellow rims; monogram enameled on the frame; marked "Special"; dent in frame on the monogram; new cranks, new pedals, and new aluminum large sprocket, SOLID. Address CHAS. M. HARDEN, 159 Union street, Lynn, Mass.

OF INTEREST TO CANADIAN TOURISTS.

STERLING ELLIOTT, Esq.,

President League of American Wheelmen,
12 Pearl St., Boston, Mass., U. S. A.

Sir,—I beg to acknowledge receipt of your letter of 29th inst., stating that members of your League often find it convenient to ship their bicycles by express to some point in Canada where their wheeling tour is to begin, and asking if such a shipment would deprive them of the advantages enjoyed by your members when the wheel and rider enter the Dominion together.

In reply I would state that the wheels may be sent through by express in bond, provided they be entered by the tourist at Canadian Customs, under the terms of Memorandum No. 822 B.*

I have the honor to be, sir, your obedient servant,
JOHN McDONALD, Commissioner.

OTTAWA, July 31, 1896.

The Hawkeye cycle track, recently opened at Dubuque, Ia., is said to be one of the finest in the State, and will prove a centre of interest to those who enjoy racing and athletic sports.

Try a bicycle for that tired feeling.

* Copies of this circular may be had from the U. S. W. BULLETIN office for a stamp (it was printed in full in this paper June 12th).

KIRKWOOD MILITARY ACADEMY

FIFTEENTH YEAR. **EDWARD A. HAIGHT, Supt.** **KIRKWOOD, MO.**

Thirteen miles from St. Louis; near the far-famed Meramec Highlands, and close to the Meramec river, which affords fine boating. Fine roads for bicycling. For catalog, address **EDWARD A. HAIGHT, Supt., KIRKWOOD, MO.** Mention L. A. W. Bulletin.

HOW BICYCLES ARE MADE. Tools and Processes. AMERICAN MACHINIST,

256 Broadway, New York,

Publish more matter on this subject than any other publication. Write to them.



Watch Charm.

Miniature Bicycle Lantern set with colored stones, nickel, silver or gold plate. Watch chain, facsimile of Bicycle chain. Price, each, Charm 50c., Watch Chain 1.00, complete 1.50, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00, 13.00, 14.00, 15.00, 16.00, 17.00, 18.00, 19.00, 20.00, 21.00, 22.00, 23.00, 24.00, 25.00, 26.00, 27.00, 28.00, 29.00, 30.00, 31.00, 32.00, 33.00, 34.00, 35.00, 36.00, 37.00, 38.00, 39.00, 40.00, 41.00, 42.00, 43.00, 44.00, 45.00, 46.00, 47.00, 48.00, 49.00, 50.00, 51.00, 52.00, 53.00, 54.00, 55.00, 56.00, 57.00, 58.00, 59.00, 60.00, 61.00, 62.00, 63.00, 64.00, 65.00, 66.00, 67.00, 68.00, 69.00, 70.00, 71.00, 72.00, 73.00, 74.00, 75.00, 76.00, 77.00, 78.00, 79.00, 80.00, 81.00, 82.00, 83.00, 84.00, 85.00, 86.00, 87.00, 88.00, 89.00, 90.00, 91.00, 92.00, 93.00, 94.00, 95.00, 96.00, 97.00, 98.00, 99.00, 100.00. Catalog FREE.

BICYCLE CLUBS!

Sterling Silver Letters for coat or cap; all ready to attach.

10c. each; 6 for 50c.



McRae & Keeler,
Attleboro, Mass.

CAPTAIN HENRY METCALF, Cold Springs, N. Y., has headed a movement to raise by popular subscription a thousand dollars to purchase stone crusher, engine and boiler. With this plant, the work of macadamizing roads will be an easy matter, as many farmers have agreed to contribute stone fences and other material. The pleasant part of the matter is that a community has enough interest in highway improvement to induce it to contribute so liberally toward the cause. The farmers are the ones to push the work, and there are not lacking evidences that they are becoming interested in the movement.

A CHAUTAUQUA SUBJECT.

The programme of the Chautauqua assembly at Gladstone Park, Oregon City, on July 9th, afforded striking evidence of the fact that "the world do move." The management had boldly announced a road congress as the chief attraction of the day, and a road congress was had. It was a success, too. The road question has not yet fastened itself upon the affections of the people at large to such a degree that they tumble over themselves to hear it discussed, but it is certainly a subject of wide and vital interest, as was shown by the large attendance at the assembly and the evident relish for the proceedings. — *Portland Oregonian.*

PAVE your streets with intelligent votes.

THE NEW WHEEL.

BY NO. 91,956.

The wheel is new, and bright and cheery;
It goes, and the tire is never weary.
The rider clings to the trusty seat,
And his eyes with delight the good roads greet,
And the wheel is bright and cheery.

My life is new, and bright and cheery;
It glows, and the days are never dreary.
My hopes still cling to the pleasing thought
That the falls of youth, not of pride, are naught,
And my life is bright and cheery.

Turn, turn my wheel, and keep on going,
Beyond the falls are the good times showing;
My fate is the common fate of all,—
From his wheel, at first, each one must fall;
But the days are bright and cheery.

CONCERNING ONE OF THE FAMILY.

EDITOR L. A. W. BULLETIN:

Dear Sir,—Will you kindly tell me who "Nixon Waterman" is, who writes such bright verses for the L. A. W. Bulletin? Yours very truly,

SPRINGFIELD, ILL.

No. 115,560.

We appreciate your curiosity and take pleasure in relieving your suspense.

Mr. Waterman (we call him Mr. now) arrived here from Chicago some time during the summer of '95. Owing to his long walk he was tired, a condition which he imparted, more or less, to the rest of us. He resembled Horace Greely and other great men as to the manner of his coming, except that he did n't have any bandanna handkerchief in which to tie up the doughnuts, etc., received from the hands of a kind-hearted farmer's wife as he came through Worcester County.

His toes were not sticking through his shoes, for two reasons, and his hat was full of unconventional hair.

Not being deaf, he had heard of the L. A. W. Bulletin and had read of our own condition, as described in the April 5, 1895, issue. Naturally he drifted toward "The Theatre-Hat Authority of America," and as he came into the office our hearts were touched, and he touched us again about lunch time. He seemed willing to work (the compositor will please set that word "seemed" in italics), and he said he cared more for a good home than for silver certificates. We gave him shelter and a chance to earn an honest living. Being of an affectionate disposition, we soon became much attached to him; finally we got him a new suit of clothes, and the young ladies in the office pronounced him "real nice." One day while emptying the waste basket, an old envelope was seen to drop from his pocket, and it contained the following verse:

"Oh, why did I leave Chicago,
That beautiful town by the lake;
Why did n't I to my pa go,
And hit him up for a stake."

On being confronted with this evidence he broke down, and admitted that he had formerly written poetry for the Chicago papers, but had come East

with an earnest desire to reform and lead a better life. His manner again became "touching," and he was promoted to running the elevator. About that time he wrote those beautiful lines entitled, "When the Lift Starts Down"; since that he has been going from bad to worse, and the end is not yet.

WHAT MORE COULD WE ASK.

EDITOR L. A. W. BULLETIN:

The question is so often asked, "What do I gain by joining the L. A. W.?" that I am constrained to give one little experience of my own as an argument in favor of membership.

A couple of weeks ago I was touring in South Jersey with my wife, when we stopped at Reeves Hotel in Glassboro, for dinner. After dining sumptuously, I asked, "How much?" and was told, "One dollar." I again asked if there was no discount to L. A. W. members, and exhibited my credentials, when mine host handed me back twenty cents, gave me a cigar and asked me to "take something." Yours truly,

C. E. S., No. 61,567.



THE accompanying cut represents a badge which has been gotten up by the wheelmen in Memphis, Tenn. A large number of these badges have been worn by citizens who are interested in the subject of street cleaning, and as a preliminary to some political work which was to come later.

We commend the idea as being a very effective form of campaign literature.

THE wheelmen of Pana and Assumption, Illinois, are actively engaged in building cinder paths, and each is expected to contribute one day's labor or its equivalent in cash.

BLOOMERS IN THE WEST.

Two pretty bloomer girls were the sensation of a day in Lewiston, last week. They accompanied their parents, who are homesteaders upon the reservation, and came overland from the region near Heppner, Oregon. They brought a drove of horses to the new range, and the girls were the herders. They rode with two spurs, like common cowboys, and sat on their horses like Centaurs. One of the mounts was a fractions thoroughbred, and he reared and bucked on the streets, but the fair rider retained her saddle and never "pulled leather." — *Portland Oregonian*.



LET this view first your mind engage,
Then view that on the other page.

DON'T try to coast the Palisades, Englewood, N. J. The mounted police will catch you. Five dollars and costs.

MUDGY roads are an invitation for you to stay away from a community.

Don't you do a thing until
You find yourself in Louisville.

A BICYCLE that is born of a department store supply house is of few days, and full of trouble. It cometh forth like a flower and is cut down; it fleeth also as shadow and busteth all to smash.

A STREET-CAR rail should be so constructed that it will not be a barrier to general travel.

THE wheelmen of Memphis are wearing "We Want Clean Streets" badges.

"TONGUES IN TREES."

NIXON WATERMAN.

Oh, the trees, the trees, the trees!
How they gossip with the breeze,
When the rover from the clover brings
the babble of the bees;
How their branches love to meet
In a tete-a-tete discreet,
Like busy-bodies whispering the secrets
of the street.

And they never cease to tell
Of the great disgrace that fell
Upon a haughty tree that used amid
their shade to dwell,
Until this leafy lord,
Of all the happy horde,
Felt all cut up one day because his trunk
was seized for board.

A CYCLER is no cooler because
he rides a wheel known as an "ice-
wagon."

THROWING things in the path to
injure the tire is a mean way to
at-tack the wheel.

NEVER put off till tomorrow fix-
ing a road that should be repaired
today.

St. PETER really makes no dif-
ference between "Aw-men" and
and "Amen" Christians if they
are otherwise alike.

A FARMER's pen ought to pro-
duce a meaty subject.

EVERY American boy has a fair
chance to rise. He can get up at
four o'clock every morning if he
wishes.

AN L. A. W. PUBLISHING HOUSE.

All the officers and nearly all the employees of the Funk & Wagnalls Co., of New York, are League members, and enthusiastic members at that. A club has just been formed by them, which has for its object, "To cultivate cycling and social intercourse of members; to consider the pleasure and comfort of other wheelmen and pedestrians as well; to work in every possible way for the cause of Good Roads; to discourage 'scorching' and 'freaky' riding."

Such a club *ought* to succeed.

DR. J. J. MILLS, one of the village trustees of Port Jervis, N. Y., and a bicyclist of note, has been instrumental in having an ordinance, framed to suit local wheelmen, become a law in his town. Wheelmen are beginning to learn the worth of having their friends in offices where friends are needed. Votes should be put where they will do the most good.

ROOM FOR JOY.

NIXON WATERMAN.

The world is full of sorrow; there's a plenty and to spare
Of doleful days and weary ways, and shadows, here and there;
And many things that fortune brings seem fashioned to annoy,
But if we will, we'll find there still is room enough for joy.

Within some warm and faithful heart we'll find a cozy place,
Where we may build a palace filled with everlasting grace.
And when the frown of care comes down our sunshine to destroy,
'Mid pleasures rare, we'll wander where there's room enough for joy.

WE MEET so many "sassy" conductors and brakemen we really wonder if there is such a thing as a civil engineer.

Taken Literally.

The wicked man who takes as his
Some other fellow's wheel,
Is one of those who proves it is,
At times, a steed of *steal*.

Is THIS to be a sweet "sixteen to one" campaign?

It's a good thing for many men that their reputation is better than their character.

NO MAN has a right to a pension because he was "half-shot" much of the time he was in the army.

GOOD ROADS.

Good roads are now the cry. Even the mute animals in Mauch Chunk bear inscriptions, "I want good roads." We call the attention of the borough fathers to this. According to our way of thinking, with the amount of taxes realized, and the limited number of streets to be attended to, the Switzerland should have streets that should be a pride to every wayfarer. Had not our borough fathers better put on their thinking caps and put more money into good roads and less in other improvements?—Mauch Chunk (Pa.) *Times*.

It HAS been estimated that a man can ride twenty-five miles on an ordinary road with the same expenditure of power that it would require to walk five miles. The average man covers about thirty inches each step he takes, but the wheelman on his silent steed gets over about eight and a half feet each time he makes a downward stroke of the pedal.



AND thus you'll very clearly see
How very different roads may be.

A TOURIST advises wheelmen who are riding for pleasure to avoid tour No. 66, New York Road Book, which leads into Vermont.

A NEW YORK wheelman wishes information regarding the best method of washing a blue and white sweater so as to keep the color from running.

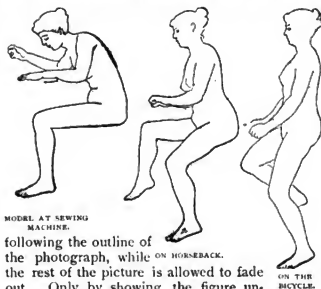
A SHORT time ago the city council of Niles, Mich., passed a law compelling bicyclists to carry bells and lanterns, keep off the sidewalks, ride slowly and sound the alarm at every crossing. They rebelled. A vote comes up next week on the proposition to issue bonds, and the bicyclists declare that unless the bicycle ordinance is modified they will kill the bond-issue scheme. As the town council needs the money it has capitulated, and will change the ordinance to suit the bicyclists if they will keep from killing the bond bill.

It's strange, but they are real civilians
Are all those jolly Louisvillians.

THE WHEEL, THE SEWING MACHINE AND THE HORSE.

There is a class of people who have never ridden the bicycle, who never mean to ride, and who never intend to allow any one else to if they can help it. Such people are entirely ignorant of the whole subject, and their opposition to progress should do no harm, but it does, and many people who think but little for themselves will accept for gospel truth the utterances of an acquaintance or friend who, if possible, knows less than they do. One of the very common remarks of ignorant people is that the motion of the sewing machine is just the same as the bicycle, and that it must be injurious.

Through the courtesy of Dr. Robert L. Dickinson, the eminent medical expert of Brooklyn, *The Wheelwoman* is able to give its readers pictures of the undraped female figure on the wheel, at the sewing machine and on horseback. These figures were posed in exactly the positions as represented, and are not fanciful or imaginary sketches, the artist



following the outline of the photograph, while on horseback. the rest of the picture is allowed to fade out. Only by showing the figure undraped can the startling differences of position be shown. We are so used to the flowing drapery of women that it is hard to know the radical change a slight change of posture can make. Compare the different positions and see if there is much in common, — the erect position on the wheel, the weight falling where it may do the most good, the free throw of the legs, ankles and thighs, the rotary and unconfined sweep as, with weight supported on the saddle, the wheelwoman darts through the air at from seven to fifteen miles an hour, freedom, exhilaration, sight-seeing, enjoyment with every breath.

Compare this with the position at the sewing machine. Confined to a seat that may be anything but comfortable, posture stooping, eyes glued to work, no outdoors, no exhilaration, bad air perhaps and under the most favorable conditions a task. And a task is always a grind. But worst of all is the peculiar motion of the treadles, up and down in a small endless nervous motion, with the strain all

on the foot and ankle, no freedom, no help from any other part of the body, and no change until the task is finished, — and with some it is never finished. It seems impossible that any sane person can ever draw any comparison between the two. But lies are hard to kill, and we shall probably hear this story for years. Nobody ever heard any one who was an expert at both make such a remark; and there are plenty of women not far away from the centres of civilization who are expert at both.

As for the position of a woman on horseback, it is well known that the best way for woman to ride is astride, and the time will come when they will all ride that way. It is better for the woman, better for the horse. A safer and firmer seat can be maintained, and clothing can be arranged in such a womanly manner as to disarm prejudice. But the women as yet are not ready to adopt this sensible innovation, although they may not be able to tell why. Perhaps the wheel itself, which has brought such freedom of thought with it, may help to break down many prejudices and enable the women to think and act for themselves in many things that we cannot now imagine. Perhaps the time will come when people will do what is right and proper without waiting to see who will or will not lead or follow. — *The Wheelwoman*.

A SOCIETY for the Prevention of Cruelty to Bicycles would find a warm spot in the hearts of the manufacturers whose "guarantee" is made to cover a multitude of sins.

THOSE who know the wheel best like it best. Get acquainted with it.

"GIVE me a ticket to Louisville."

A MOB of thirty farmers, who had become weary of paying toll, blackened their faces, one night recently, and burned three toll-gates and houses.

THROWING is the unpardonable sin.

THE Woman's Rescue League appears to need rescuing.

MR. SPURGEON, of London, used to say to whiners, "What, out of hell and complaining!" Have n't you something to be happy over if you try?

LOUISVILLE people will now have a chance to see the wheels go round.

A GOOD wheel is a splendid servant, a kind friend and a pleasant companion.

WE WANT good roads — bicycle roads.

An Epitaph.

He vaulted from his steed of steel
Clear to the far-off, golden shore;
He tried to coast upon a wheel
He bought at a department store.

EAGLE HOTEL

KALAMAZOO, 2 MILES →

JOHN SMITH REPAIRER

The above suggestion comes to us from some correspondent whose name has got "lost in the shuffle." How do you like it?

\$10.00 REWARD.

I will pay (\$10) ten dollars reward for the arrest and conviction of the persons or person who strewed tacks on the highway between Queens and Elmont, L. I., for the purpose of puncturing tires.

GILBERT L. WRIGHT, JR., No. 98,768.

FLORAL Park, N. Y., Box 89.

A TOURING cyclist writes:—"Last week I rode amid magnificent scenery, fine farms, fences and houses, and well-fed, sociable and courteous people. FINE ROADS. This week I am riding amid magnificent scenery, poor-looking farms and fences, unpainted houses, and untidy, unsociable, and gruff people. BAD ROADS."

THE 8,000 wheelmen, of Lowell, Mass., backed by the *Star* of that city, will call a mass meeting, and form an immense Good Roads Club, the members of which shall pledge themselves not to vote for any candidate for office, no matter on which ticket, unless he shall pledge himself in advance to a permanent scheme of improvement in highways.

IMPROPERLY formed street-car rails cost the drivers of vehicles many thousands of dollars annually.

EVEN the elements have begun imitating the workmen and politicians. The lightning strikes and the thunder bolts.

ALL the principal streets leading to the ferries in New York city are to be asphalted for the comfort and convenience of wheelmen.

CHICAGO theatres check bicycles.

A REAL hair-raising story would be a boon to bald men.

If a scorching meet a scorching
Coming on the fly,
And each one shall kill the other,
Need good wheelmen cry?

A. MABEL RAITZ.

TOURING IN CANADA.

EDITOR L. A. W. BULLETIN:

I do not think that all your readers properly appreciate the value of their L. A. W. tickets in touring. The Canadian customs authorities admit wheels free of duty at all Canadian ports to those holding L. A. W. membership. Have just returned from a trip around Nova Scotia, where my wheel was not only admitted free of duty, but I received League rates at all the best hotels and was accorded many other privileges. It was really a delight to watch the few non-League members in our party deposit \$30 with the port collector in order to land their wheels.

Every wheelman should be a member of the League, and the exaction of the \$30 was a well-merited punishment for not being an L. A. W. member.

I have noticed that in making the tour from Yarmouth to Halifax, wheelmen are advised to take steamer from Lockeport to Liverpool, on account of bad roads. This is a great mistake. The roads are rocky and bad for carriage, but fair for the wheel. It is the most picturesque and delightful stretch of the whole trip.

R. RAY CRANDALL, No. 79,080,

Local Consul, Brooklyn, N. Y.



FREE TO L. A. W. MEMBERS.

VALUABLE hand book on Learning to Ride, Trick Riding, Repair and Care of Wheel, Training, Touring, Dress Suggestions, European Routes, Photographs of Riders, and miscellaneous information (125 pages), will be mailed free to every member L. A. W., sending stamp to pay postage. Valuable acquisition to every cyclist's library. Address Cyclists' Companion Pub. Co., 1813 No. 16th street, Philadelphia, Pa.



THE GOVERNOR OF GEORGIA ON THE GOOD ROADS QUESTION.

Governor Atkinson, of Georgia, at a recent meeting of the Good Roads Club of Atlanta, stated that he had had little or no experience as a wheelman and was not personally fond of the wheel. "But the movement which the bicycle riders have started," he said, "deserves the hearty co-operation of every citizen of the country and of the State. If there is one thing that this State needs it is good roads, and the wheelmen should have all the praise and honor of being the first to inaugurate the movement.

"Good roads show progress in civilization wherever they are found. I want to see better roads built. I want them wider and sounder; want them wide enough so that there will be a place on each side for the bicycle riders of the State. If the farmers can be shown how much benefit the good roads will be to them they will at once enter into the movement with a vim and energy that will be surprising. After the good roads are built the wear and tear on the farmer's vehicles and on his horses will not be so much. He will be better able to get to the market with his goods; he will be able to carry more at a time, and in that way he will get more benefit from the roads than anyone else.

"Of course the bicycle riders will be benefited. They deserve it for the able manner in which they have enlisted in a movement that will in the end benefit the entire State. People dislike to live in a place where there are bad roads, and when the good roads are built in Georgia they will be one among the many things that will induce people to make this State their home.

"Good roads are as essential in a certain sense as good railroads. Both are a means of transportation, and one is as important as the other. We will soon have better roads; they are something that we need badly, and I see them in the near future. When we get these roads we can put them down on the list of the many things that bicycles have done. I look upon the bicycle as one of the greatest inventions of the age, and I hope that it will continue to be a pleasure as well as a profit to mankind."

He's a poor Christian who is satisfied to drive his horse through a muddy road to church.

GOOD ROADS AND FORESTRY.

B. E. Fernow, in an article, in the *Independent*, to show that permanently good roads are an important element in any rational system of forestry, cites the example of the little city of Goslar, in the Harz Mountains of Germany. This old town owns a forest of 7,500 acres which the citizens treasure as one of their best investments, because it not only furnishes them outing grounds and good sport in the way of hunting, but with a sure and continuous increasing revenue. Under conservative management the annual cut is 350,000 cubic feet of wood, and the net income from the sale is, in round numbers, \$25,000 a year, or \$3.50 an acre a year, which is a good return from soil unfit for agriculture. Formerly the district was without good roads, but in 1875 the forest manager persuaded the city fathers to appropriate enough money to construct a first-class road system, which was gradually completed.

In 1891 \$25,000 had been spent on roads, and 141 miles of these roads were in good order. The manager kept an account of the influence of this improvement on the profits and costs of his forestry operations, and he was able to show that the annual cost of logging had been reduced by \$2,450, the cost of hauling by \$2,520 and the result of the sales, due to the fact that much formerly unsalable material could now be disposed of, and all could be transported more conveniently, was increased by \$3,255, being a net increase of \$8,255, or nearly 33 per cent. of the amount invested in road improvements.

On one road which was macadamized and maintained for a year at a cost of \$7,440, an instructive comparison was made between the cost of hauling 470,000 cubic feet of wood over the old and over the new roads. On the old road 4,273 loads were required of 110 cubic feet each, and costing \$3.60, or amounting in total to \$15,282.80. On the new road the same quantity was moved in 2,652 loads of 177 cubic feet each, and the cost at the same price per load was \$9,547.20, which means that the saving in haulage alone was \$5,735 or 75 per cent. of the cost of the road in one year.

A CENTURY run in which one hundred joyous scenes are met with is better than one of a hundred barren miles.

IF THE road is kept good in front of everyone's house, it will be good in front of everybody's house.

VISIT the summer resort that invites you with good roads.

FIX the country roads and the bicyclers will gladly cease to crowd the city pavements.

League of American Wheelmen

.. Official Department ..

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12 PEARL STREET, - - - BOSTON, MASS.

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12 Pearl Street, Boston, Mass.

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ABBOTT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR Sir:—I enclose one dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Name _____ Date of Expiration _____

Street and No. or P. O. Box _____

City _____

State _____

City and Division in which my home is and to which I should be attached

Building will be helped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABBOTT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR Sir:—I enclose the sum of TWO DOLLARS, one dollar of which is for my initiation fee, and the other for my subscription to the L. A. W. BULLETIN AND GOOD ROADS, and request that you pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and the author that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below,

Name _____

Street or Box _____

City or Town _____

State _____

Cycle Club _____

Write references on margin below.



OFFICIAL CAP PIN.

Size of cap. Enameled front in colors. Mailed to any address for thirty-five cents.

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Mailed to any address for twenty-five cents. The same button with each pin for ladies' use.

Send orders for the above to

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P.P.—If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents.

ABBOTT BASSETT,
12 Pearl St., Boston, Mass.

EXECUTIVE COMMITTEE MEETING.

A meeting of the executive committee of the League of American Wheelmen, was held in New York today. President Sterling Elliott, First Vice-President Charles F. Cossum, and Second Vice-President A. Cressy Morrison being present.

A statement from the treasurer shows that the L. A. W. had on hand July 31, a balance of \$14,450.73. The receipts from July business will considerably raise this balance.

The total membership of the L. A. W., as published in the BULLETIN of July 31st, is 63,241, and the weekly addition to this list of names is constantly breaking the records made in previous years. It is thought that the total membership of 75,000 by the end of this year is among the very easy possibilities.

A contract was consummated and signed which gives to G. Spaulding & Bros. the sole manufacture of the L. A. W. uniform for a period of three years from August 1st.

It was also voted to purchase from Isaac B. Potter for the sum of \$2,000.00, the copyrights, plate and the two publications of "Potter's Good Roads Library," known as "Country Roads," and "Macadam Roads."

It is the intention of the L. A. W. to print and keep on hand for free distribution both of these admirable books.

Signed,
CHAS. F. COSSUM, Sec. of Ex-Com.

RACING BOARD.

National Circuit date assigned to Little Falls, N. Y., Aug. 25, has been transferred to Saratoga Springs, N. Y.

■ M. J. Ostrander, Dallas, Tex., is placed upon the list of those to whom the sanction privilege is denied.

Suspended.

For competing while under suspension an additional year has been added to the term of suspension of Gus Kiona, Chicago, Ill.; his suspension expires Aug. 13, 1897.

For competing in unactioned races, following are suspended from all track racing for thirty days from July 21:

E. A. Baushbach and Daniel C. Stipp, Princeton, Ill.; Charles Holmes, George Halkey, Will Haykey, Emory Fuller, Sam Hall, Chester A. Centre, J. M. Canole, Louis Hrayton, Roy Brayton, Fred Thomas and Walter Woltz, Mt. Morris, Ill.
John Sawasche, Butterfield, Minn.; William Elliott, Fergus Falls, Minn.; Albert Anderson, William Anderson, Emil Borghardt, Springfield, Minn.
Sidnet Clemons and Harry Warner, Paw Paw, Ill.
Charles Goodall, George Countryman and Bert Skinner, Birmingham, Ala.

For competing in unactioned races following are suspended for ninety days from July 21:

Roy Dysart, William S. Schaefer, Arthur Davis and Eugene Goin, Charles Eichleberger, Fred Weir, Bloomfield, Ia., Thurman R. Huston, Omaha, Neb., are suspended for sixty days from July 7.

Sanction granted for Sept. 10, and 25 to Niagara County Agricultural Society is for races at Lockport, N. Y., not Niagara.

Professional referees accepted—(One mile, 2:15-2:25, Arthur Gardiner, in competition. Quarter mile, 2:35-2:50, Otto Ziegler, Jr., against time, unpaired).

For competing in unactioned events or races, thirty days from July 21: C. H. Goldwater, J. A. Ross, Paul Gray, T. J. Irwin, H. H. Reed, F. G. Gilkinson, Warrenburg, Mo.; L. B. Porter, Addie Larkin, L. D. Porter, Kingsville, Mo.; A. W. Farlan, Norris, Mo.; Herb Menon, Kansas City, Mo.; N. S. Meade, Maurice, Mo.; T. P. Jennings, Le's Summit, Mo.

Max Schultz, Ottawa, Ill.; Ed. Banschbach, Princeton, Ill.; Dow Hays, St. Louis, Mo.; Hendata, Ill.
E. J. Chase, Shelbyburg, Ia.; W. G. McCollin, Plymouth, Wis.; Eugene Pernot, Plymouth, Wis.; Ed. Laumon, New Holstein, Wis.; Dale Geisnee and Lincoln Reinhold, Oshkosh, Wis.; N. S. Meade, Maurice, Mo.; J. E. Woodward, W. E. Corbett, Joseph Tarry, Sioux Adams, Mass.

Horace Pettengill, Charles Closson, Lemon Burns, A. H. Hinkle, J. R. Kelly, Manchester, N. H.; J. C. Kirby, Alfred Risteen, George Sahsbury, Bar Harbor, Me.
F. G. Fadnis, W. F. Ramon, F. W. G. Bartlett, Roy Ketcham, Harry Carey, Eddie Lano, Ami Ruel, North Adams, Mass.

Percy Frisby, Will Gray, J. D. Davis, Jason Libby, Myron Libby, Bridgton, Me.

Thirty days from July 17: H. B. Schumacher, Baltimore, Md.

Sixty days from July 21: M. M. Ringler, S. Olson, Rollin Smith, O. Kinehart, A. H. Duff, R. E. Pierce, Edy Pugh, Harry Smith, Eugene Huggins and Ralph Wescott, Sioux City, Ia., and N. S. Meade, Maurice, Mo.

Sixty days from July 21, for competing in unactioned races on blacklisted track: E. Opie, T. Sutherland and W. Smith, Quincy, Mass.

Sixty days from July 24, for competing in unactioned races: Stephen Gageley, Worthington Talbot, Ralph Richardson, Charles Brady, Lee Dorsey, Baltimore, Md.; also Otto Talbot, Baltimore.

Thirty days from July 24: J. W. Hanks, Jr., White Wilson, R. S. Morton, Petersburg, Pa.

Sixty days from July 24, for false entry: H. L. Shattuck, Gorton, Mass.
Thirty days from July 25, unactioned races: William Waters, East Randolph, N. Y.; Arch Brown, Hinsdale, N. Y.; L. D. Van Rensselaer, Earl Rich, Lake Weeden, Daniel Merritt and John Leach, Randolph, N. Y.; Powell Adams, East Randolph, N. Y.

Suspended Pending Investigation.

W. E. Pratt, Campello, Mass.
E. C. Baker, Campello, Mass.
F. J. Leoner, Buffalo, N. Y.
W. H. Wilson, Niagara Falls, N. Y.
C. W. Davis, Buffalo, N. Y.
E. W. Lum, Albion, Mich.
Frank F. Kemmer, Rochester, N. Y.

K. E. Gregory, South Norwalk, Conn.
William J. Quinn, Keene, N. H.
Frank J. Marvin, Spokane, Wash.
George Rusk, Spokane, Wash.

Bert Schomall, Springfield, Wash.
Cooper Harold, Spokane, Wash.
C. L. Timmerman, Caro, N. Y.

H. Benedict, New Orleans, La.
D. E. Brown, La.
Herman Leopold, Bridgeport, Conn.

Suspensions Removed.

Suspensions placed upon John J. Gregory, Jr., James Gregory, Newark, N. J.; Guy Folk, Lima, O.; F. F. Goodman, New York, and William Sullivan, Providence, R. I.

Transferred to Professional Class.

Roy Dysart, Bloomfield, Ia., clause (a).
Wm. Sanger, Bloomfield, Ia., clause (a).
Arthur Davis, Bloomfield, Ia., clause (a).
Eugene Goin, Bloomington, Ia., clause (a).
Chas. Goodall, Birmingham, Ia., clause (a).
Charles Countryman, Birmingham, Ia., clause (a).
Bert Skinner, Birmingham, Ia., clause (a).
H. C. Gadke, Omaha, Neb., clause (l).
J. J. Boyum, Minneapolis, Minn., own request.

Turnbull, Peoria, Ill., own request.
W. F. Selby, Peoria, Ill., own request.
D. E. Parrett, Marshalltown, Ia., own request.

T. T. White, Marshalltown, Ia., own request.
R. B. Blount, Detroit, Mich., own request.
Geo. Weiler, Salt Lake, Utah, own request.

Frank Thatcher, Logan, Utah, own request.
John E. King, Portland, Ore., own request.
D. E. Brown, San Francisco, Cal., clause (a).

W. H. Haley, San Francisco, Cal., clause (a).
H. B. Rucker, San Francisco, Cal., clause (a).
E. M. Delventhal, Heidelberg, Cal., clause (a).

C. G. Walker, San Francisco, Cal., clause (a).
Frank Winters, Santa Maria, Cal., clause (a).
T. E. Fowler, San Miguel, Cal., clause (a).

Ed. Allen, Spokane, Wash., clause (a).
Geo. Gask, Spokane, Wash., clause (a).
R. H. Trenaman, Seattle, Wash., clause (a).

Chas. Dell, Butte, Mont., clause (l).
A. J. Hagan, Newark, N. J., own request.
John Haley, Apollo, Pa., clause (e).

Sam Sutton, Apollo, Pa., clause (e).
Hal Johnston, Apollo, Pa., clause (e).
Chas. Olliger, Apollo, Pa., clause (e).

Chas. Eichleberger, Bloomfield, Ia., clause (a).
Fred Weir, Bloomfield, Ia., clause (a).
C. E. Chase, Shelbyburg, Falls, Wis., clause (a).

Wm. Schaefer, Plymouth, Wis., clause (a).
Wm. Schaefer, Freeport, Ill., own request.
E. D. Gonzales, New Orleans, La., own request.

W. E. Pratt, Campello, Mass., clause (e).
E. C. Baker, Campello, Mass., clause (e).
F. F. Goodman, New York, N. Y., clause (e).

Geo. Anderson, Curoto, Tex., clause (a).
Wm. Waters, East Randolph, N. Y., clause (a).
Clinton W. Davis, Buffalo, N. Y., clause (a).

G. E. Jones, Vineland, N. J., own request.

The Racing Board is in possession of positive evidence that certain manufacturers have made a practice of falsifying names and premises as to amateur Amateur racing men are warned that their appearance on the track upon the wheel of a manufacturer addicted to such practice will be sufficient circumstantial evidence to warrant transfer.

Sanctions Granted.

Aug. 27, 28—New London Fair Co., New London, O.

Sept. 7—Central Ohio Fair Co., Orrville, O.
Sept. 7—Zanesville Bicycle Club, Zanesville, O.

Sept. 7—Top Top Cycling Club, Akron, O.
Sept. 9, 10, 11—Warren L. O. Agl. Society, Warren, O.

Sept. 12—C. E. Campbell, Ia., clause (d).
Aug. 7, 8—C. F. Baldwin, Buffalo, N. Y.

Aug. 11, 12, 13, 14—Tri-State Driving Park [Ass'n], Port Jervis, N. Y.

Aug. 15—Washington Co. Wheelmen, Sandy Hill, N. Y.

Aug. 17, 18—Saratoga Quilt Club, Saratoga, N. Y.
Aug. 18, 19, 20, 21—Orange Co. Driving Park, Goshen, N. Y.

Sept. 7—Utica Trade Assembly, Utica, N. Y.
Sept. 5—P. R. Y. M. C. A., Philadelphia, Pa.

Aug. 10, 20, 21—Hagerstown, Penna. Dist. Meet.
Aug. 11, 12, 13, 14—Murphy, Altoona, Pa.
Aug. 8, 13, 15, 16—Maryland Div. L. A. W., Baltimore, Md.

Sept. 19—P. R. Y. M. C. A., Philadelphia, Pa.
Sept. 7—Vineland Cycle Path Association, Vineland, N. J.

Aug. 20—R. D. Buzzard, Brockwayville, Pa.
Sept. 7—Bloomton Ath. Club, Bloomton, N. J.

Sept. 7—Knights of Columbus, Hartford, Conn.
Sept. 12—Capital Wheel Club, Hartford, Conn.

Sept. 7—L. A. W. H. Soc., Worcester, Mass.
Sept. 7—Whitewater Bicycle Club, Northfield, Mass.

Sept. 7—Central Wheel Club, Rockland, Me.
Aug. 15—Olympic Wheelmen, Worcester, R. I.

Aug. 8—Alfon Ath. Ass'n, Wood River Junction, R. I.

Aug. 15—Keese Catholic Soc., Keene, N. H.
Aug. 15—Paul's Legion, Quinsamund, Mass.

Aug. 8—Chelsea Cycle Club, Saugus, Mass.
Sept. 8, 11—Des Moines L. A. W. Club, Des Moines, Ia.

Aug. 15—Elkhorn Park and Cycle Association, Elkhorn, Neb.

Sept. 7—Michigan Cycle Club, Kalamazoo, Mich.
Sept. 19—Wausau Wheelmen's Club, Wausau, Wis.

Aug. 13—Milwaukee Ath. Soc., Milwaukee, Wis.
Aug. 13, 20, 27—Winterest C. C., Winterest, Ia.

Sept. 3—Winterest C. C., Winterest, Ia.
Aug. 20—Mason City Cycling Club, Mason City, Ia.

Aug. 20—Monroe Wheelmen, Monroe, Wis.
Aug. 11—"Big 4" Racing Ass'n.

Aug. 22—Sportsman's Park Ass'n, Hannibal, Mo.
Aug. 21—Graphic Publishing Co., Pine Hill, Ark.

Sept. 2—Monett Wheel Club, Monett, Mo.

MISSOURI DIVISION.

The annual meeting of the Missouri Division, L. A. W., was held at Moberly, on July 4, 1896, with the following officers in attendance: Chief Consul Holm, Vice Consul E. P. Mortensen, Secretary-Treasurer W. M. Butler, Representatives, Shipley, and about forty members.

Chief Consul Holm read his report, which was approved.

The secretary-treasurer submitted his report, including the financial report and the membership report as follows:

RECEIPTS.	
From Abbot Bassett	\$3.25
Local consuls' supplies	37.00
Donated for "Helping Hands"	35.00
From Abbot Bassett	25.00
Local consuls' supplies	25.00
Road books, advertisements, etc.	25.00
One fee returned	1.00
Balance at last report	515.13
Total	\$596.38

EXPENSES.	
Chief consul's office	\$4.00
Postage	121.00
Road book, map, etc.	142.00
Recruiting	150.00
Traveling expenses	75.00
Salaries	93.00
Printing	74.41
Commissions—recruiting	320.50
Stationery	35.00
Highway committee	50.00
"Helping Hands"	54.00
"Albion Case"	30.00
Card index—supplies	30.00
Local consuls	104.54
Including national officers	10.00
Miscellaneous	41.00
Touring committee	41.00
City streets committee	71.31
Typewriter for secretary	25.00
Miscellaneous	25.00
Balance, July 1, 1896	296.44
Total	\$1,097.50

MEMBERSHIP REPORT, JULY 1, 1896.
The following towns have each more than 100 members:

St. Louis	1,137
Kansas City	1,137
St. Joseph	113
Springfield	80
Monett	74
Medalia	61
California	43
Brockfield	41
Macon	37
Independence	32
St. Joseph	31
Moberly	31
Marshall	30
St. Joseph	29
Scattering	275
Unpublished	41
Total	1,047

Membership, July 1, 1896 901
Net gain 1,146

No names are counted in this summary that have expired and have not been renewed.

The reports of the secretary-treasurer were approved. Messrs. Giffert, Gruenewald and W. J. Rodgers were appointed the Auditing Committee.

Mr. Sanders reported verbally for the State Racing committee, promising to submit a written report later. He was given leave to do so.

Mr. Gilbert reported for the Joint Touring and Road committee, for the past year the new road book had been published, and nearly two thousand copies distributed to the members; that the committee had in its office a complete set of the Road and the State statutes, for which there had been very great number of inquiries during the past year; at Peoria "Helping Hands" had been erected in St. Louis county at the expense of the private members of the association; that the road book for the past year number had been sent to Kansas City, St. Joseph and Webb City, and that it would be the plan for the committee to continue this most useful work as far as it would permit.

Report approved.

Mr. Levi Chubbuck, Chairman of the Highway Improvement Committee, then read his report, including an account of the expenses of the committee, which amounted to \$49.76, leaving a balance of 40 cents in his hands. The salient features of the report were: (1.) The meeting of the Missouri Road Improvement Association in January, it was decided to endeavor to secure the passage of proper laws providing for State aid in the supervision of road work. (2.) To constitute a committee to carry on the work, and to see where the necessary authority for drafting and securing such requirements already exists. (3.) To report to Congress an annual appropriation for the improvement of the roads, to carry on the work in this line. A step has already been taken in this direction by the establishment of the Road Inquiry unit of the Department of Agriculture, to which the State has contributed \$100,000. (4.) The work has been diverted to other purposes, this unit, the State in Buchanan county, in which it is now situated, where more than \$100,000 annually was thus diverted from its lawful use. Steps were taken to remedy this by the active interest of Mr. B. H. Hays, of St. Joseph, and another year will be spent in different results. (5.) Efforts were made to secure figures from all portions of the State, to determine whether this practice had been general, as it is desired to collect statistics in certain places. It was observed that no complete statistics have been given, although was found to be a considerable diversion of funds had been practised in the persons of the State.

He also recommended that such information as is procured be spread broadcast through the State, so as to hasten the formation of a public sentiment that will compel the expending of the taxes, as now it is done. Steps should be taken to secure the names of candidates pledged to the cause of Good Roads. Particularly should efforts be made to educate the community to see the crying need for wide tires, better roads and proper supervision of their construction.

Report approved, with the thanks of the meeting to the chairman for his work during the year.

Mr. H. H. Hays, of the Transportation Committee, reported that he had brought a test case against the Pacific Railway, its purpose being to compel the company to keep wheels free when presented as a matter. The case was tried in the Circuit Court at St. Louis, and is now under advisement by Judge Linn. It will probably be carried to the Supreme Court by the losing party, be that the L. A. W. or the railroad. If the suit is won, then Missouri wheelmen will owe the L. A. W. a debt they cannot easily repay. Mr. Hays also reported for the committee appointed to revise the constitution, that they found nothing in conflict with the national constitution, and no essential changes needed. The report was approved.

Mr. Farnham reported for the Legislative Sub-committee, that the committee of the L. A. W. had acted during the year, and had advised of the City Streets Committee, and had made such ordinances as appeared to be needed to better understand of the benefits of the L. A. W. in St. Louis. Two ordinances drawn up by the committee had become law: One requiring all vehicles to be on the right hand side of the roads in the parks; the other forbidding the dropping of materials in any kind in the streets.

The secretary here incorporates a paragraph from the report of the chief counsel in regard to the City Streets Committee, since our last annual meeting. It is very fortunate in enlisting in our work many of our most influential citizens under the name of our State Committee. To them must be directly ascribed most of our success in membership and influence in St. Louis. They have been in a way a committee in local work, and have been untiring in promoting the betterment of the streets, rational sprinkling and the growth of the L. A. W. As most of the money for its work was contributed by the Associated Cycling Club of St. Louis, the division has been at a very small expense in carrying on its work.

Mr. O. H. Green, Treasurer of the City Streets Committee, submitted his financial report, showing receipts of \$72.45, of which the division contributed but \$1.00, the rest coming from the Associated Cycling Club, the City Streets and individuals. The credit balance was \$14.45, leaving a net balance on June 30, of \$1.00.

On motion the report was approved. The chairman then explained the L. A. W. and its work, and in which A. G. Abbott, a member of this

division, had been unlawfully arrested and unlawfully fined on the pretended charge of having caused a horse to run away and damage a buggy. Suit had been brought in the Circuit Court of Pike county to recover the only damages. This case having been tried before a jury of local residents, and their verdict being in favor of those who had collected the fine, the Board of Officers had appealed the case to the Supreme Court of the State. The action of the Board was approved.

On motion of Mr. Erwin, the chief counsel was requested to appoint a representative to push forward the only case following plans in this case having been tried before a jury of local residents, and their verdict being in favor of those who had collected the fine, the Board of Officers had appealed the case to the Supreme Court of the State. The action of the Board was approved.

On motion, Mr. J. L. Erwin was endorsed as candidate for lieutenant governor, subject to the approval of the coming State Republican Convention at Springfield.

W. M. HUTLER, Sec.-Treas.

ILLINOIS DIVISION.

The semi-annual meeting of the Board of Officers of the Illinois Division, was called to order at 11 o'clock Saturday morning, June 27, 1896, at Route Hall, at Peoria, with the Chief Consul L. C. Jaquish in the chair. Roll call showed the following members present: Chief Consul L. C. Jaquish, Vice Consul J. L. Munser, Secretary-Treasurer, Geo. D. Locke; Representatives, Fred Gerlach, Fred Gerlach, Fred Gerlach, H. C. Morse, F. R. Gadd, J. F. O'Loughlin, A. A. Billingsley, L. C. Steen, A. G. Woodbury.

The chief counsel made a report of what had been done at Chicago office.

Distributed 30,000 "Yellow Ribbons."—Jackson street must be Boulevarded, and mailed circulars to each League member in the city requesting their aid. He also issued the arrest of a cleaner in Van Ness street tunnel who assaulted Guy R. Ainsworth. He was fined and the company paid Ainsworth \$50 damages.

Sent 2,000 personal letters to non-League members in Chicago, telling them of the good things at Peoria and the advantage of having a League ticket there.

Had arrangements with the L. A. W. Lock Co. whereby we secure a number of locks to be used in recruiting, in exchange for an ad. in the "Year Book." These have already secured applications to about three times the cash value of the ad. in the "Year Book."

Aided the publisher in getting the Year Book in shape.

Sent out 2,000 Year Books to members, with circular advertising the reduced bicycle insurance rate and the L. A. W. Lock.

Have appointed 100 local consuls, and written them each a personal letter requesting their aid.

Have secured for the use of the Legislative Committee names of candidates for political positions, each of whom will be sent a letter asking his views on the Good Roads question, and free transportation of bicycles.

Have secured names of hotels all over the State which members recommend as League Hotels. We desire to get an agreement from them in writing, a violation of which will result in their being cut the list and some other good hotel substituted.

Have secured from local consuls and members names of 2,000 potential League members, to whom letters and recruiting literature will be sent.

Have obtained 2,000 bicycle maps of the seven counties surrounding Chicago, and are sending out blue cards of the rest of the State to local consuls and members, requesting they mark the good roads, etc.

Have agitated in several clubs in Chicago as regards becoming League Clubs, and expect good results.

Have printed a hanger in two colors with application blanks attached.

Report accepted.

REPORT OF SECRETARY-TREASURER.

We started Jan. 1st, 1896, with balance of \$45 and 1,575 members. To carry us until the season opened we secured two loans of \$100 dollars each, from the State Bank of Jerseyville, which have since been paid. The secretary-treasurer devotes at least six hours of his time daily to division affairs. As the division is increasing so rapidly, your secretary-treasurer will have to call upon the division for assistance and ask that an appropriation be made for clerk hire, and I feel sure that the division will be warranted by the outlay.

Since assuming the office Jan. 1st, 1896, we have received over 1,500 applications, but have fallen short on our renewals, as there are now about 400 members in arrears. All the delinquents have had two notices, but they pay little attention to them. I cannot fail to mention the names of J. A. Bush, Jr., Peoria; M. R. Brack, Highland Park; F. E. Hendrick, Danville; Loren Cox, Quincy; Andrew Lunn, Springfield; H. E. Patterson, Chicago; Henry H. Dixon, Dixon; F. H. Hoots, Kankakee; Albert Huckle, Belleville; and last, but not least, our genial secretary of the Illinois Cycling Club, Will A. Davis. They have demonstrated that good results can be shown when a personal effort is made.

Since Jan. 1st, 1896, I can also report that the following League Clubs have been organized: Belleville League Cycling Club, Dixon Cycling Club, Freeport Cycling Club and Kankakee Ramblers.

The total membership of the Illinois Division in the L. A. W. was 2,065, and next week the HULFITT I think it will bring it over 2,500, and when we reach this figure we will again be where we were three years ago.

At the meeting of the executive committee in Chicago, March 1st, it was decided to open an office in Chicago, and employ a clerk to carry on the work of the division, and on March 24th, the same was opened in the Unity Building, and this having been opened three months, the results are not been very encouraging, and as the cycling season is fast slipping away, I think this officer should be transferred to the secretary-treasurer, as he now has the names of 10,000 non-League wheelmen in the State, and recruiting literature should be sent them at once in order to secure their applications, and this cannot be done without assistance.

The work of the secretary-treasurer's office is greater than it ever was before, on account of memberships expiring on every week of the year.

I also desire to call the attention of the members to the fact that the Democracy of Illinois, which assembled in the city of Peoria a few days ago, adopted in the platform a resolution favoring legislation for the improvement of our public highways.

Every member should be in the motto, before casting his vote this fall, "Let no candidate be good enough for your vote unless he be broad and brainy enough to love progress and clean enough to hate

1896. RECEIPTS.

Jan. 6	Received from Abbot Bassett, secretary, as per statement.	\$88 14
Jan. 6	Received from State Bank of Jerseyville, as per statement.	100 00
Jan. 20	Received from A. J. Merrett, retiring secretary-treasurer, balance due.	45 00
Jan. 30	Received from State Bank of Jerseyville, loan.	100 00
March 23	Received from Abbot Bassett, Secretary L. A. W., as per statement.	\$83 75
April 1	Received from Abbot Bassett, secretary L. A. W., as per statement.	45 00
June 1	Received from Abbot Bassett, secretary L. A. W., as per statement.	263 76
	Received for applications, recruiting literature, news, read books, fines and other sources.	905 40
	Total receipts.	\$1,791 65

1896. EXPENDITURES.

Jan. 10	Galesburg Cycling Club (from 1895).	\$9 50
Jan. 17	J. C. McGrath, postage.	29 00
Jan. 17	George H. Locke, from \$595, books, etc., from Merrett.	26 15
Jan. 22	Schwab, Station and Seal Co., 100 "Century" Locks.	5 25
Jan. 24	A. G. Woodbury, expenses Road Improvement Committee (from 1895).	34 51
Jan. 27	Thomas J. McGrath, expenses Rules and Regulation Committee, 1895.	1 25
Feb. 1	J. C. McGrath, postage.	12 10
Feb. 1	George H. Locke, secretary-treasurer.	20 00
Feb. 3	J. C. McGrath, postage.	2 00
Feb. 3	E. J. Vaughn, secretary-treasurer.	20 00
Feb. 6	A. G. Woodbury, campaign purposes.	\$0 00
Feb. 6	J. C. McGrath, postage.	20 00
Feb. 17	Wyckoff, Seaman & Benedict, typewriter ribbon.	1 00
March 6	George D. Locke, secretary-treasurer.	27 00
March 13	State Bank of Jerseyville, loan.	100 00
	Interest on name.	1 30
	J. C. McGrath, postage.	26 16
	L. C. Jaquish, chief consul, Chicago office.	75 00

April 1	George D. Locke, secretary-treasurer	35 15
March 31	J. C. McGrath, postage	2 00
April 25	L. C. Jaquish, chief consul, Chicago office	80 00
May 1	George D. Locke, sec-treas.	41 55
	State bank of Jersey, loan	100 00
	Interest on same	1 75
April 10	M. R. Brock, recruiting committee	3 51
May 8	G. S. Alexander Co., 1000 labeled stamps	51 45
May 5	John A. Bush, Jr., recruiting committee	84 00
May 9	J. C. McGrath, postage	5 00
12	" " "	44 39
19	" " "	5 00
21	L. C. Jaquish, chief consul, Chicago office	20 00
May 27	J. C. McGrath, postage	1 00
23	" " "	5 00
25	" " "	2 00
26	" " "	2 50
June 1	George D. Locke, sec-treas.	47 90
	M. R. Brock, recruiting committee	3 50
June 13	John A. Bush, Jr., recruiting committee	10 00
June 19	L. C. Jaquish, chief consul, Chicago office	90 00
	Total expenditures	1,083 87

RECAPITULATION.

Total amount received	1,031 65
expended	1,083 87
June 20, 1896.	
Balance on hand in State bank	\$ 847 78
Respectfully submitted,	

GEORGE D. LOCKE, Sec.-Treas.

Report accepted.

Chairman State Racing Board, J. L. Milner, made a brief report with reference to the State Circuit.

Chairman of the Road Improvement Committee, A. G. Woodbury, also made a brief report.

Motion that committee be appointed, of which the chairman of the Road Improvement Committee be the chairman, and report to the next meeting of the Board of Officers desirable means of securing signs for road crossings in the State. Carried.

Motion that the Rules and Regulations Committee be requested to draw up and publish in time for action by the division Board of Officers meeting, an amendment to the by-laws, to the effect that the election of committee be left to the executive committee. Motion carried.

Motion that the chief consul is hereby authorized to proceed with road maps, etc., and that the work and issuance of same be turned over to the Hand Book Committee, subject to his approval. Carried.

Motion that this meeting do not take action on the resignation of H. P. Walden, as representative from the first district. Carried.

Motion that matter of infringement on our Road Book be referred to the division attorney, and he to report to the executive committee. Carried.

Motion that A. J. Banti, of Danville, be reinstated on account of negligence of our former secretary, having received failing to send his renewal forward, having received \$2.50 Aug. 10, 1894.

Motion amended that matter be referred to executive committee, with power to act. Amendment accepted. Carried.

Motion that matters pertaining to Chicago office and assistance for secretary-treasurer be referred to executive committee with power to act. Carried.

Adjourned.

GEORGE D. LOCKE, Sec.-Treas.

INDIANA'S CHIEF CONSULS REIGNS.

Business responsibilities impel me to tender my resignation as chief consul of the Indiana Division. Vice Consul, Will L. Kristenstein will succeed me, and to him should be addressed any correspondence relating to L. A. W. matters in this State.

MARIO R. THOMPSON.

PENNSYLVANIA MEET.

For several reasons the wheelmen of Pittsburgh have been obliged to postpone the State Meet until September, date to be announced. An elaborate programme of entertainment is being arranged, and every member wishing a good time should be on hand.

P. S. COLLINS, Sec.-Treas.

MISSOURI.

Wm. M. BUTLER, Esq., Sec.-Treas., L. A. W.: When making up the ballots for election of the State Officers, Missouri Division, L. A. W., please omit my name.

I feel highly flattered at being nominated to the offices of secretary-treasurer and representative, but as it will be impossible for me to do so in any capacity, I am obliged to respectfully decline the nominations.

CHAS. ESPENHEDEN.

ST. LOUIS, MO., July 28, 1896.

MICHIGAN.

At the meeting of the Board of Officers of the Michigan Division, held on Thursday the 21st inst., at Grand Rapids, the following committee was named as nominating committee:

W. B. Folger, Grand Rapids, Chairman; C. W. Lloyd, Detroit; D. B. Smith, Kalamazoo; R. W. Selick, Flint; Geo. W. Hurt, West Bay City.

The nominating committee will meet in Kalamazoo on Wednesday, September 2nd. The following were elected as members of returning board:

Ed. F. Stage, Grand Rapids, Chairman; J. W. Smith, Port Huron, Vice Chairman; J. H. Fenner, Bay City; W. S. Sturges, Ann Arbor; L. L. Peak, Battle Creek.

The returning board will meet at Jackson on Thursday, November 19th, to canvass the ballots.

ROBT. G. STEEL, Chief Consul.

ST. JOHNS, MICH., July 28, 1896.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, Aug. 7, 1896.

Over 125,000, ALABAMA, 1-650.

Unattached.

034 Peterson, F. W., Com'l Bank, Selma

Over 125,000, ARKANSAS, 1-252.

Unattached.

053 Smith, Robert M., 212 Garden St., Hot Springs

Over 125,000, COLORADO, 25-494.

Unattached.

026 Van Hoorbeke, W. C., 327 E. Hyman, Aspen

Williams, Emanuel P., Rear 517 Hyman, Aspen

Leiner, A. D., box 43, Durango

Cordick, E., Montrose

041 Lathrop, J. V., Montrose

Sherman, S. S., "

Wright, Homer, "

050 McCreary, Miss Grace, box 444, Anconada, Colorado Springs

Blindump, Ind. (P. O. Pauline, Neb.), "

Davis, Charles W., 1555 Vine st., Denver

David, William H., 1555 Vine st., Denver

050 Meier, Dr. S. H., 200 Barclay bldg., "

Hosen, R. M., 817 Bond bldg., "

Bailey, Tony, Montrose

Castner, Quinn, "

Gage, J. D., "

Johnson, Dr. A., "

Schick, E. D., "

Oxley, George L., "

Roberts, Abe, "

Epton, W. C., "

Adams, Dave, Salida

Farnum, T. W., "

Over 125,000, CONNECTICUT, 8-1225.

Bridgeport W. C.

041 Hunt, W. C., Colorado ave., Bridgeport

Torrington B.

Hamilton, L. R., box 1100, Torrington

Unattached.

Landon, G. M., "

Allender, E. M., 150 Orange st., New Britain

Williams, Charles F., 22 South, Stamford

Sewell, Willard L., 357 East Main, "

Howers, L. M., Eagle Bicycle Co., Torrington

Kinser, J. B., box 25, "

Over 125,000, DELAWARE, 2-47.

Unattached.

069 Fritz, Charles R., Wilmington

Over 125,000, DISTRICT OF COLUMBIA, 1-192.

Unattached.

071 Cleary, Frank R., 1220 13th st., N. W., Washington

Over 125,000, FLORIDA, 3-51.

Jacksonville W.

072 Menger, L. C., care P. P. Car Co., Jacksonville

Unattached.

3 Rabner, J. D., Passenger Depot, F. E. St. Augustine

4 Adams, A. N., care Florida Citizen, Jacksonville

Over 125,000, GEORGIA, 2-46.

Unattached.

075 Whitehead, G. A., Jr., 125 Bay st., Savannah

6 Berrien, R. N., Jr., 119 Wabash ave., Warren

Over 125,000, ILLINOIS, 111-2594.

Aurora C. C.

077 Mack, Frank, 37 Seminary ave., Aurora

Beutley B. R., "

8 Walton, Frank, box 98, Deere

Chicago C. C.

9 Magill, H. W., 713 "The Temple," Chicago

080 White, H. C., 4402 Fifth ave., "

1 Steffe, G. C., 7544 Emerald ave., "

2 Gilmore, H. H., 5417 Ridgewood ct., "

3 Sweet, O. P., 42nd & Langley ave., "

4 Bayles, F. N., 4800 Grand bldg., "

5 Britten, F. A., 3353 Indiana Ave., "

6 Coppinger, E. H., 4307 Drexel bldg., "

7 Hays, G. C., 119 Wabash ave., "

8 Fiedler, O. F., 3644 State st., "

9 Hamilton, A. B., 142 East 42nd, "

060 Arkhurst, J. H., 4928 Wabash ave., "

1100 Cleveland ave., "

2 Strietveit, J. W., 119 Mecca bldg., "

Lincoln C. C.

3 Hyman, Cromie, 300 Dearborn ave., "

4 Preston, D. O., 81 26th st., "

Thistle C. C.

5 Stenstrom, C. N., 234 No. May st., "

6 Weiskopf, M. E., 7508 Indiana ave., "

Illinois Cycling Club.

7 Ambler, H. C., 237 W. Lake st., "

8 Ambler, Robt., 12 Francisco st., "

9 Ambler, Eugene, 1650 Old Colony bldg., "

100 Brown, Geo. H., 20 Pacific ave., "

1 Bell, W. S., 718 Flourey st., "

2 Conner, Geo. L., 71 Lake ave., "

3 Cameron, Don, 167 S. Green st., "

4 Cavanaugh, E. L., 230 Fifth ave., "

5 Carr, B. T., 81 Halto bldg., "

6 Conking, H. B., 1370 Fulton st., "

7 Clifford, Dr. E. H., 813 Venetian bldg., "

8 Eastman, W. H., 1921 Wabash ave., "

9 Engleman, Edw. P., 148 W. Congress st., "

110 Rieley, C. S., Western ave., "

1 Eckerman, Chas., 53 State st., "

2 Hartley, A. F., 306 W. Madison st., "

3 Hanley, Frank, 309 W. Madison st., "

4 Helm, M. J., S. Western ave., "

5 Johnson, Carl A., 904 Hookery, "

6 Johnson, H., 101 N. Hermitage ave., "

7 Johnson, Maurice C., 2nd Regiment Army

8 Kent, C. L., 307 Lake ave., "

9 Loveley, Thos. E., 923 Monroe st., "

120 Lawrence, Chas. S., 1350 W. Madison st., "

1 Mayer, C. L., 375 Old Colony bldg., "

2 Marr, Richard L., 88 Park ave., "

3 Monaghan, D. J., 221 Ohio st., "

4 Morgan, Eugene C., 5 Adams ave., "

5 Norris, Clyde J., 22 Fifth ave., "

6 Northwood, Fred M., 15 Pierce st., "

7 O'Connell, Rome, Prairie State Nat'l Bank

8 Prendergast, Dr. Joseph, 1510 W. Lake st., "

9 Quirk, Dr. J. P., N. E. Cor. Lake & Columbia

130 Ilce, O. W., Washington.

1 Hedecoe, Wm., 60 Ulysses ave., "

2 Rogers, Hoyt F., 2108 W. Lake st., "

3 Reiter, H. C., 149 Fulton st., "

4 Randall, L. E., Franklin & Lake sts., "

5 Sontag, A., 125 N. Sangamon st., "

6 Sullivan, Francis J., 1431 Unity bldg., "

7 Sturge, S. D., 208 S. La Salle st., "

8 Thomas, Frank T., 11 Randolph st., "

9 Tate, H. F., 656 The Bookery, "

140 Vane, Harry S., 1375 Old Colony bldg., "

1 McLaughlin, H. C., 118 W. Randolph st., "

2 Williams, Geo. O., Room 500, 355 Dearborn st., "

3 McLaughlin, Chas. A., 120 Fifth ave., "

4 McLaughlin, Harle C., 120 Fifth ave., "

5 McLaughlin, H. L., care J. V. Farwell Co., "

6 Voorhes, Perry F., 208 Baird st., South

7 McLaughlin, Harle C., 120 Fifth ave., "

8 Owen, W. L., 218 Wesley st., Oak Park

9 Johnson, G. P., care A. D. Osborne, "

150 Havermeier, Herbert E., Greenville

1 Friedrich, G., Columbus

2 Hoffman, P., "

3 Welby, K. G., "

4 Ziegler, Fred, City & County C. C.

5 English, L. T., 32 Walnut,	Danville	Over 125,000, KENTUCKY, 58-842.		Over 125,000, MARYLAND, 15-1061.	
8 Hammel, A. R.,		Middleborough C. C.		Park B. A.	
9 Peoria C. C.		343 Kinsaid, A. M.,	Middleborough	354 Whyte, Clymer, Stock Exchange, Baltimore	
7 Benjamin, Henry S., Rouse, Hazard &	Peoria	Owensboro, W. C.	Owensboro	Crescenta Wheelmen.	
Unattached.		4 Kinsaid, Frank, West Main,		5 Link, Frank, Jr., 1519 Riggs ave.,	
5 Bartlett, C. S.,	Abingdon	5 Carter, Chas. V., East 5th st.,		Clifton Wheelmen.	
6 Nardin, Wm. A.,		P. C. C.		6 Milholland, Edward F., 920 No. Calvert,	
160 Marks, Clyde,		7 Fowler, J. S., 727 Broadway,	Paducah	Unattached.	
1 Chinn, Geo. W.,	Carrollton	7 Wells, James, 1143 Broadway,		7 Cole, Thos. E., Post Office,	
2 Curmett, E. E.,		Unattached.		8 Koebitz, John, 205 Hanover st.,	
3 Penney, Dr. G. A.,		8 Hart, Rev. Edwin J.,	Colesburg	9 Strakoske, Edgar H., 1533 Linden ave.,	
5 Bassett, Edward H., 1842 Madison,		9 Hart, John D. Jr., (P. O. 515 Syracuse,	Corington	340 Toms, C. H., Priat & Fawn sts.,	
6 Meina, Henry, 473 W. Ohio,		Unattached.	Leitchfield	1 Cole, John, 18 So. Charles st.,	
7 Thiel, Geo., 257 E. Ohio,		250 Meredith, H. W.,		2 Daves, Frank F., 508 E. Preston st.,	
6 Carr, Thomas, 145 Oakwood bond'd,		1 Stone, W. T.,		3 Elder, Geo. H., 13 So. Charles St.,	
9 Grower, Wm. F., 20 Jackson pl.,		2 Shewsbury, E. T.,		4 McKim, Isaac, McKim & Co.,	
170 Simmons, E. L., Drexel & Oakland,		3 Thomas, W. L.,	Lebanon	5 Harbaugh, L. F., 37 So. Liberty, Cumberland	
1 Sprinkle, F. M., 28 Greveland park,		4 Edmonds, Edgar, W. Walnut,		6 Hartstock, Howard P., box 500,	
2 "Sproebels, Mrs. F. M., 28 Greveland		5 Walker, W. A., 444 E. High st., Lexington		7 Townshend, H. G.,	Oakland
park,		6 Crutcher, Thomas B., 208 W. Main,	Louisville	8 Mathews, H. Spencer, Morris st.,	Oxford
3 Cleaveland, George,	Greenview	7 Jones, W. A., 717 4th ave.,			
4 Tripp, William E.,		8 Tandy, W. D., 120 W. Market,		Over 125,000, MASSACHUSETTS, 103-	
5 Crusan, Alphaus, 13 W. Main,	Danville	9 Allen, Claude S., 1802 First st.,		5010.	
6 Kraft, A. C. H.,	Highland Park	200 Bell, J. W., 1018 First st.,		Middleboro C. C.	
7 "Butterland, Themy, 222 Marion,	Joliet	1 Bauer, Jesse R. (P. O. 10th & Spring		340 Sherman, A. C., 308 Broadway, Cambridge	
8 Steehan, Otto,	Leat River	st., New Albany, Ind.),		350 Morill, Harry W., 19 Centre, Middleboro	
9 Gilrain, John S.,	Kelbarg	3 Coleman, Spalding, 10 West Main,		After Egg Cyclers.	
150 Sturm, Arthur A.,	Maywood	4 Clifford, J. G., 1521 Garvin pl.,		1 Robert A. Kider, 30 Suffolk, st., Chelsea	
1 Danner, Lewis B.,	Mt. Pulaski	5 Deppen, John L., 415 W. Market,		2 Duncan, Walter, 16 Eustis st.,	Roxbury B. W.
2 Connett, J. R., box 2380,		6 Hollis, Geo., 1524 First St.,		3 Potts, B. W., 15 Severna ave., Jamaica Plain	
3 "Barns, Mrs. Made H.,	Monaca	7 Farris, Clarence J., 1216 W. Broadway,		4 Holtam, Geo. H., 153 Broad,	Lynn
4 Elliott, Fred M., box 114,	Pana	8 Fritschens, Chas., 340 W. Main,		5 New Bedford C. C.	
5 Oshen, W. J., 1302 N. Monroe,	Peoria	9 Gleeson, Patrick, 2507 W. Broadway,		6 Hersey, Clinton T., 42 Atlantic, New Bedford	
7 Chubb, Chas. R., 253 6th st.,		10 Sherman, J. P., 810 Magellan st.,		7 Riley, John W., 46 Atlantic,	
8 "Borden, S. A., box 406,	Seneca	1 Hoderle, Minor, Lon. R. H., 24 & Main,		C. C.	
Over 125,000, INDIANA, 32-688.		2 Imorre, Ben. H., 1335 3d st.,		7 Hill, Frederick W., box 522,	Reading
Hammock C. C.		3 Klabner, E., 323 4th st.,		8 Roselinda, A. C.,	Roselinda
198 Jacobson, Nels R.,	Hammond	4 "Lodge, E. F., 1400 6th st.,		9 Hill, G. A., Dudley ave.,	Roselinda
9 Shortridge, E. L., room 3 Central b'k,	"	5 McDowd, Thos. Q., Standard Oil Co.,		10 "Bass, B. A.,	Roxbury
M. C. & A. C.		6 McGinnis, Sam'l, 1714 W. Jefferson st.,		9 Lochhead, William, 13 Leyland,	
150 Henderson, Hubl,	Madison	7 Munn, W. G., 601 Green st.,		Unattached.	
1 Connett, J. R.,		8 Sherman, J. S., 804 4th ave.,		360 Mills, Franklin H.,	Amherst
2 "Valpo C. C.		9 Sample, C. B., 311 W. Main,		1 Graves, Arthur,	Bedford
2 McCallum, F. W., 90 E. Main,	Valparaiso	280 Troier, C. B. & Breckenridge,		2 Bryant, E. W., 45 Hancock,	Boston
Unattached.		1 Walker, Wm. S., Union Station, 10th &		3 Joyce, J. L., Parcel room, Park sq. st.,	
3 Lansberry, C. L., 313 So. Cedar,	Anderson	2 Waters, Sam., 423 W. Main,		4 Colburn, Edwin, 12 Union Park,	
4 Lansberry, A. A., 313 So. Cedar,		3 Barns, F. M., 716 E. Broadway,		5 Copeland, George D., 464 Shawmut ave.,	
5 Croston, Paul A.,	Angola	4 Crawford, S. R., box 84,		6 "Carrier, Ed C., 500 Tremont st.,	
6 Hendry, G. A.,	Elkhart	5 Johnston, Geo. H., 2200 W. Jeff. st.,		7 Chast, C. E., 1 Somerset st.,	
7 Chubb, Chas. R.,		6 Wilhelm, Henry, 327 E. Broadway,		8 Dryden, James, 1200 4th st.,	
8 Evans, Geo. H., 76 No. Penn st.,	Indianapolis	7 Owen, E. P., 1913 Preston st.,		9 Fader, Maryann P., 94 E. Newton,	
9 Bwne, Joseph J., 43 Woodruff pl.,		8 Quimby, C. L., 826 3d st.,		370 Harsard, G. D., 135 Essex,	
10 "Barns, J. W., 103 Jackson,	Jeffersonville	9 "Winchester, Miss Lillian, 315 W.		1 Palmer, Frank H., 505 Broadfield,	
1 Preslar, F. E., Gov't Dep't.,		Broadway,		2 Walting, C. L., 164 Purchase,	
2 Gorman, R. C.,	Kirklin	290 "Yandell, Miss Maude, 315 W. Broad-		3 Buell, Geo. C., 82 Water st.,	
3 Chandler, Walter W., 412 Broadway,		way,		4 Church, Arthur W., 61 Maywood st.,	
4 Hibbrant, Samuel O., box 10,	Logansport	1 Denson, Charles F., 1180 Main,		5 "Gardiner, Miss Doris A., 117 Franklin	
5 Farnsworth, D. M., 414 Pine, Michigan City		2 Dering, W. W., 4th & Market,		6 Hill, G. H., 88 Stanhope st.,	
6 Hennessey, F. C.,	Madison	3 Ordoroe, Joseph S., 3d & Main,		7 Keyes, Chas. M., 317 Columbus ave.,	
7 Hanson, Bayless O., Monon route,	New Albany	4 Parise, Joseph F., 623 E. Chest,		8 Woods, F. S., Inst. of Tech.,	
8 Dones, W. S., or Wabash R. R.,	Pana	5 "Tarrar, W., 1090 2d st.,		9 Bagley, Wm. J., 154 Court st.,	
9 Edwards, R. A., 55 N. Hood,		6 Ogden, U. L., 404 W. Fourth, Owensboro		380 Kayser, Chas. W., 66 St. James ave.,	
210 Jackson, C. S., 32 West 2d,	Warsaw	7 Ferriah, Henry,		1 Snow, Celand W., 20 Church st., Brocton	
1 Conrad, Earl W., box 44,		8 Tyler, Donald R.,		2 Putnam, W. R., Clark road, Brookline	
2 Morris, Alex. C., box 235,	Washington	9 Yeager, Pearl A., 701 Bolivar,		3 Weir, David A., Allendale st.,	
3 Leslie, Alex., box 64,		300 Daugherty, James,	Paris	4 Carey, L. C., 124 Green st., Cambridgeport	
4 "Ross, Miss Vivian E., box 4,	Washington	Over 125,000, LOUISIANA, 10-125.		5 "Bullard, Mrs. Mary A., 48 Pearl,	
5 Lyden, Bertos L.,		Southern Waelman.			
6 Schwartz, Peter,		210 Wren, W. M., 87 Royal,	New Orleans	8 Bones, C. E., 12 Bloomingdale, Chaslea	
7 Conn, William J., box 480,	Winamac	Shreveport W.		7 Gneuther, Albert F., Jr., box 1053,	
8 Partion, William D.,		Unattached.		Chicopee Falls	
9 Barnett, Will J.,		3 Cobb, Ben. O., 727 Canal,	New Orleans	8 Davis, J. H. K., care H. K. Swincoe,	Clinton
Over 125,000, IOWA, 4-1397.		4 Danziger, D., 314 Hennesb b'd'g.,		9 Appley, Joseph M.,	Concord
K. W.		5 "Davis, Mrs. M. M., 400 Royal,		380 McWalter, Maurice,	
220 Daria, W. P., 309 Main,	Kookuk	6 Dwyer, George, H., 114 Magazine,		1 Currier, Joseph E., box 104,	Cottage City
1 "Burry, Ida M., 216 No. 8th,		7 Gauche, Edward, Moreore b'd'g.,		2 Chadwick, W. A., box 191,	
Unattached.		8 "Naves, Miss Nora, 3339 St. Charles ave.,		3 Silvey, Edward E., box 105,	
2 Morgans, S. C., box 126,	Parkersburg	9 Tebball, W. G., box 1026,		4 Sage, O. F., Jr., box 264,	Danversport
3 Mills, C. B.,	Stonr Rapids	310 "Teball, S. R., 87 Royal st.,		5 Holbrook, Bradbury,	Dorchester
Over 125,000, KANSAS, 59-747.		Over 125,000, MAINE, 23-473.		6 Collins, George, 188 Adams, Dorchester	
W. W. W. W.		Unattached.		7 Fowler, Lemuel W., 68 Milton ave.,	
224 Wagner, Bert,	Lawrence	311 Hellen, John J., 37 Academy,	Abnham	8 Lane, Herbert, 335 Park st.,	
3 Sallina, B. C.,		2 Johnson, Howard B., Front st.,	Beth	9 Gifford, Lewis R., care H. B. Gifford,	Fairhaven
5 Crowther, A. C.,	Sallina	3 Jones, Dr. Harry P.,	Narway	400 Corbridge, John, 219 Robson st., Fall River	
6 Ford, E. V.,	Seneca	4 Rhine, Geo. A., 228 Middle st.,	Portland	1 McWilliams, Wm. D., 625 Walnut,	
W. W. A. W.		5 Underhay, F. E., 304 Danforth,	Rockland	2 West, Fred C. A., Pleasant st.,	Foxboro
7 Bailey, Lee A., 124 Wace,	Wichita	6 "Lodge, E. F., 1400 6th st.,		3 Barrett, James P., Mechanic st.,	
Unattached.		7 Burpee, John A.,		4 Whitman, Walter F., 117 Main st.,	
8 Strong, Jas. G.,	Sine Rapids	8 Calder, W. J.,			
9 Jones, W. M.,	Carbondale	9 Chapman, Frank,		5 Young, Henry, 180 Sargent,	Gloicester
220 Hodelay, M. L., Rock Island b'k, Hatchison		320 Johnson, H. A.,		1 Harward, Geo. W., 18 Elm st.,	Holbrook
1 Jewel, C. L.,		1 Graves, W. W.,		7 Barton, Joseph L. B., 28 Pond st.,	Jamaica Plain
2 Poe, Anita, No. Main,		2 Hilt, H. I.,			
3 Phillips, Ray,	Lawrence	3 Haines, Arthur,		8 Bolton, Fred A.,	Lexington
4 Moore, Otis J.,	Marysville	4 Howard, H. A.,		9 West, Charles T., box 130,	Lynn
5 Merklingsha, Otto, box 608,		5 Leadbetter, George W.,		410 Hardy, J. T., 30 Waverly st.,	
6 Kraemer, Albert,		6 Norton, Frank C.,		1 Sawyer, H. L., 46 Newhall,	
7 Eckert, W. T., 1084 N. Jackson, No. Topeka		7 Nash, George, Spring st.,		2 Libby, Mrs. Charles F., 80 Robbins,	Lowell
8 Sweet, Isaac R., box 818,		8 Williams, G. C., box 505,		3 Jacobs, Wm. S., 34 Mountain ave.,	Malden
9 Hendricks, Chas., 500 Kansas ave., Topeka		9 Tapley, W. M.,		4 Sawtell, A. H., 6 Prescott,	
340 Lang, S. M., 601 Kansas ave.,		330 Thorndike, H. W.,		5 Harris, William T.,	Marblehead
1 Neal, B. J., A. O. U. W.,		1 Weeks, Charles E.,		6 Clark, William, 11 Main st.,	Medford
2 Walverton, W. A., 1330 No. Van Buren,		2 Barton, Charles B.,	Rumford Falls	7 Ryan, F. P., 90 Sheridan ave.,	
		3 Lawrence, John G., box 1071,	Saco	8 Wight, Horace C., 4 Florence st.,	

- 7 Bessie, John, 683 De Kalb ave.,
8 Cooper, George E., 113 Seneca, Buffalo
9 Coon, John Henry, 1160 Main,
880 Davis, Edward L., 1320 Main,
1 Fulton, Charles P., 104 Crescent ave.,
2 Hickey, Thomas J., 191 Crowley ave.,
3 Oppenheimer, Walter, 25 N. Pearl st.,
4 Schreier, Miss Ida L., 217 Amberst,
5 Kober, George S., 513 Franklin,
6 Cook, John J., 713 East Estate Exchange,
7 Bailey, Geo. J., 543 Niagara st.,
8 Duilard, Geo. E., 11 Niagara sq.,
9 Rogers, William, 251 Moyer st.,
870 "Woolworth, Flora, North Hill, Castleton
1 Bowen, Willis E., Churchville
2 Ferguson, L. B., Cohoes
3 Ryan, C. J., Croton-on-Hudson
4 Anderson, Charles E.,
5 Doty, Asa C., box 823, Cuba
6 Riggs, Louis J., 113 Partridge, Elmira
7 Riggs, Miss Edith T., 113 Partridge,
8 Stark, D. L., Central ave., Far Rockaway
9 Wilcox, Harold M., 49 Linden bou'd.,
880 Landon, Robert J., 204 Sanford ave.,
1 Case, Frank, Finishing
2 Case, H. L., Fort Edward
3 Arden, Thomas B. Jr., box 12, Garrison
4 Arden, John L., box 12,
5 Atkins, M. E., box 11,
6 Allen, George A., 5 West st., Geneva
7 Adams, H. M., Glen Cove
8 Ishardt, Eugene W., 77 Heuata st., Ithaca
9 Snyder, Arthur H., 4 Crown, Kingston
880 "Karl F. Lake George
1 Halstead, Francis D., 172 Second ave.,
2 Clark, William J., 70 3d st., Long Island City
3 Bedford, D. B.,
4 Allen, J. H. Jr., Millbrook
5 Campbell, Miss Mary, 86 First ave., Mt. Vernon
6 Baldwin, Frederic E., New Brighton
7 Brownell, Henry H., 87 Tomkins ave.,
8 Adams, A. E., 44 Grand, Newburgh
9 Abbott, Reuben P., 638 Columbus ave.,
760 Anderson, Ralph L. Jr., 257 West 113th,
1 Arbheim, Marks, 767 Broadway,
2 Barb, George W., 39 Flia, "
3 Burdett, Henry P., 31 East 14th,
4 Bull, Marcus Z., French, Edys & Co.,
5 Brown, Robert W., 136 West 131st,
6 Burton, W. J., 5 East 16th,
7 Burt, T. T., 321 Fredrick Exchange,
8 Bag, H. J., 33 Spruce,
9 Brady, James R., Cortlandt st.,
770 Conway, Miss Josephine, 157 East 21st,
1 Deward, William M., 52 Wall,
2 Dewart, Edward A., 503 Boulevard,
3 England, Oliver F., 150 West 15th,
4 Fay, Martin M., 526 East 64th,
5 Fulmer, Chas. F., box 3006,
6 Greese, Richard T., 41 Park Row,
7 Goodman, Fred S., 40 East 23d,
8 Gallagher, James, 500 East 19th,
9 Gray, Arthur, 350 Broadway,
720 Hoppa, Edward, 6 Bedford st.,
1 Hildebrand, Dio L., 46 East 21st,
2 Hildebrand, Edward, 2253 7th ave.,
3 Hall, William M., 85 Water,
4 Banaway, Gilbert, 400 West 20th,
5 Jennings, Matthew, 305 West 46th,
6 Jones, William H., 24 Bedford st.,
7 Kelley, Charles F., 303 Broadway,
8 Kahn, H., 2780 34 ave.,
9 Kapp, Joseph A., 672 East 140th,
870 Krumpholtz, Chas., 128 East 94th,
1 London, Jacob, 667 Broadway,
2 Lawrence, Frank, 34 4th ave.,
3 McNamee, James A., 333 East 119th,
4 Marks, James H., 1245 Fulton ave.,
5 Metzger, Samuel, 437 East 123d,
6 McGillivray, F. A., 27 West 23d,
7 Montroyer, L., 125 Water,
8 Noth, H. H., 96 Broadway,
9 Nasheim, Rimson, 741 Lexington ave.,
760 Peckham, Charles H., 108 West 106d,
1 Pelzer, Hugo, 1388 3d ave.,
2 Pelt, E. P., Metropolitan Hotel,
3 Padenstein, Henry, 85 Mercer,
4 Pruden, A. B., 30 Elm,
5 Ram, Alfred, 18 Wall st.,
6 Smith, Edw. A., 170 Blocker,
7 Sommerich, Mrs. M. S., 136 East 73d,
8 Scott, James L., 426 East 118th,
9 Settiner, Louis, 311 West 138th,
760 Soble, M. P., 245 West 58th,
1 Sallinger, Jacob, 731 Broadway,
2 Stroter, William A., 164 West 120th,
3 Schweiler, Max, 119 East 61st,
4 Seider, George, 635 West,
5 Sawyer, Mrs. Edythe A., 218 West 139th,
6 Ferland, Maxime A., 12 West 60th,
7 Taylor, Charles B., 41 East 70th,
8 Valentine, Fard, C. M., 242 West 13th,
9 Van Stieen, Arthur, 132 Nassau, "
760 Wais, Jacob, 333 East 63d,
1 Bruen, Alexandre Jay, Metropolitan Club,
2 Bart, Stephen Smith, 14 West 32d,
3 Deart, Herbert C., 231 East 120th,
4 Kershaw, John A., Foot East 63d,
5 Keegan, Charles F., 336 West 51st,
6 Kelly, John J., 34 East 60th,
7 Keith, E. M., 336 East 42d,
8 Lewis, Dr. Frank N., 36 East 31st,
9 Mercadente, I. B., 318 East 120th,
770 Marx, Emil, 1000 Lexington ave.,
1 Martin, James I., 430 West 44th,
2 Newman, M. H., 79 East 12th,
3 Pierce, Miss Nellie, 260 West 17th,
4 Smith, Daniel J., 117 East 83d,
5 Siegfried, P. P., 345 East 42d,
6 St. John, G. C., 2 East 67th,
7 St. John, Mrs. G. C., 2 East 67th,
8 Sneath, K. M., 572 Boulevard West,
9 Struse, William H., 350 Broadway,
760 Wicke, George H., 1st ave. & 31st st.,
1 McGuilla, Nell J., Ogdensburgh
2 Chamberlain, W. G., Orangeburgh
3 Eaton, Mrs. F. C., 51 West 5th, Oswego
4 Green, Oscar B., Clark Law b'd'g.,
5 Frey, Henry A., Palatine Bridge
6 Hays, J. W., Palmyra
7 Steinmann, Peter, Monogram Hotel, Port Jervis
8 Tonio, Louis M.,
9 Welch, William, box 973,
760 King, Frank, 56 Carroll, Poughkeepsie
1 Boswell, Charles O., 380 East ave., Rochester
2 Clark, M. F., 580 Exchange st.,
3 Martin, Walter J., 63 Cottage st.,
4 Mosher, Arthur A., 510 Ellwanger & Barry b'd'g.,
5 Niren, John A., 50 Emerson st.,
6 Pavlor, Robert S., 101 Chamber of Commerce,
7 Kerygmant, Mrs. John, 79 Frost ave.,
8 Thomas, George L., 10 University ave.,
9 Walton, George W., 16 State st.,
800 Warren, Alice G., 1004 Wilder b'd'g.,
1 Derby, Archibald S., Sandy Hill
2 Knickerbocker, W. F., Saratoga Springs
3 Howland, Frank G., 54 Greenfield ave.,
4 Meehan, Wharton, 3 Franklin sq.,
5 Vines, W. E., 437 Broadway,
6 Dow, Franklin H., Temple Grove Sem.,
7 Starbuck, M. E. D., 410 Broadway,
8 Snyder, Edwin C., Sangerites
9 Ziegler, William, Schenectady
810 "Erk. Gen. Elec. Co.,
1 Erikson, Alf., box 943,
2 Jesman, Leo, Mt. Pleasant,
3 Miles, Frederick, 2nd, Quackenbush,
4 Wilcox, Edson B., 39 Truitt
5 Hoffman, Miss Julia E., 12 Gillespie st.,
6 Elliott, Grant C., 106 Kirk block, Syracuse
7 Woods, P. M., 60 Seventh st., Troy
8 Berow, Geo., Window st.,
9 Clark, Edward, 76 Rutland,
820 Howell, Charles H., 24 1/2 Boyd,
1 Howell, Mrs. Charles H., 24 1/2 Boyd,
2 Langdon, Miss Lillie, 15 William,
3 Logan, Jno. W., 119 Hamilton,
4 Robbins, Mrs. C. D., 18 William,
5 Stewart, W. A., 131 Hamilton,
6 Langdon, William, 30 Central,
7 Olin, Henry, Country Club, Westchester
8 Sumner, Joe. A., Country Club,
9 Durbrow, Walter, Henderson ave.,
830 Vanderbilt, Charles H., box 44, White Plains
1 Schermerhorns, B. P., Wilton
2 Smith, F. H.,
3 Hunsman, Virgil P., 454 Warburton
4 "ave., Yonkers
5 Rowley, Beale E., 27 Fairview st.,
Over 125,000, NORTH CAROLINA, 1-4,586,
1 "ave.,
835 Dohrman, W., Stege
1 Peewee C. C.,
6 Lampton, F. T., box 157, Woodland
7 "Unattached,
7 Howard, Cary, 1003 1/2 Broadway, Oakland
8 Dutton, F. C., Mt. T. Mill Academy,
9 "San Rafael
Over 125,000, NORTH CAROLINA, 1-40,
1 "Unattached,
830 Moore, W. J., Charlotte Hotel, Charlotte
Over 125,000, NORTH DAKOTA, 1-49,
1 "Unattached,
840 Tuttle, Helen M., Mandan
1 "Dover C.,
841 Helmreich, E. box 650, Canal Dover
1 America B. C.,
2 Kaplan, A., 328 Central ave., Cincinnati
3 Y. M. C. A.,
3 Rundenbalt, William, 715 E. Monument
870, Dayton
4 Dubas, F. Edward, 224 N. Salem st., "
5 Rosenthal, Ipp, 223 Sycamore, "
6 Winters, L. W., 115 East 3d, "
7 "Unattached,
7 Taylor, L. S., Canal Dover
8 Street, Marshall, 426 East 4th, Cincinnati
9 Brine, Frank M., 64 Cen'l U Depot, "
850 Kimball, George H., Adelbert ave., "
1 "Little, Mrs. Ida N., 247 Franklin ave., "
2 Huss, W. E., 20 West 5th, Dayton
3 Huss, Walter F., 215 Howard, "
4 Lehman, Jake, 526 West 2nd, "
5 Kennedy, Don C., Market, "
6 Solomon, Charles, "
7 McDowell, L. D., 336 Huron, Medina
8 Pope, L. Larry, Rising Sun
9 Cowell, William, 3154 Cambridge ave., Toledo
880 Baer, Albert E., 815 Vinton st., "
1 Ferguson, James, 682 Walbridge ave., "
2 Locke, Edmund, east The B. S. C. Co., "
3 Parkhurst, Thomas S., 2237 Putnam st., "
4 Kingsley, A. D., 336 Huron, "
Over 125,000, OREGON, 7-267,
1 O. R. C. Cyclers, "
865 Lee, W. A., 245 1/2 Stark st., Portland
6 Piper, Edgar B., 191 North 15th, "
7 "214 Zag C. Co., "
7 Bradley, David A., Point Terrace
1 "Unattached, "
8 Fencil, Carlisle W., Baker City
9 Stewart, Hy. W., Comstock
870 Montgomery, J. J., Eugene
1 Donnell, George W., 391 Sixth st., Portland
Over 125,000, PENNSYLVANIA, 207-8,700,
1 Logan W. A., "
872 Plantagen, Wm. M., 1310 11 ave., Altoona
1 Logan Cycle, "
3 Kelly, P. H., Altoona Times, "
4 Union W. of B., "
4 Michel, Frank S., Post Office, Bethlehem
1 Allerton, "
870 "Jas. S., 717 Washington, Easton
1 Maple City W., "
6 Helt, Miss Louise A., Homestead
7 Starbuck, Wm., "
8 "Taco W., "
8 Gardiner, Wm. F., 7028 Tulip st. (Ta- Philadelphia
9 "Army C. C., "
9 Campbell, C., 2254 Wallington st., "
880 Sullivan, Rev. A. J., 2033 Madison st., "
1 Philadelphia Turner C., "
1 Friedgen, Wm. Jr., 5 S. Front st., "
2 Swoboda, Harry, 1223 Franklin, "
1 America B. C., "
3 Strauss, Samuel, Jr., 1543 Centinella
1 "ave., "
1 Pennsylvania B. C., "
4 Hepford, Chas. E., 430 N. 34th st., "
1 Century W., "
5 Adams, J. K., 113 R. Front st., "
6 Elder, W. H., 29th
7 MacCain, Christian S., 2012 Columbia
8 "ave., "
8 Vache, E. Y., 1721 Gratz st., "
1 Phila. B. C., "
9 Lee, Miss Elizabeth L., 1532 Pine st., "
1 Penn. W., "
890 Adams, W. Scott, 42 N. 5th st., Reading
1 Goldsmith, J. M., box 8, Tarentum
1 Williamsport W. C., "
2 Beck, H. K., 1206 Vine st., Williamsport
3 Beck, John, 1206 Vine st., "
4 Gibson, Robt. H., 23 W. 3d, "
5 Smith, Elmer W., 323 E. Jefferson st., "
1 "Unattached,
6 Remick, S., Agnew
7 Albright, J. D., 7th & Main, Akron
8 Doll, Chas. M., Ashbourne
9 Gray, Chas. W., 154 Sheffield, Allegheny
900 Gallagher, J. B., 147 Sheffield,
1 Jewell, W. H. C., Western University, "
2 Koch, Miss Jeanette, 170 Arch st., "
3 Minnemyer, O. R., 545 Ohio st., "
4 Lower, Frank, 1502 8th ave., Altoona
5 Smith, C. W., 1000 8th ave., "
6 Stansfield, J. W., 1213 5th ave., "
7 Boyer, L., "
8 Weaver, Hugh McA., 405 N. Allegheny, Balfout
9 McGovern, A. L., Bellefonte
910 Kerst, J., 250
1 Bart, E. O., Bradford
2 Crawford, A. A., 50 Pearl, "
3 Kearns, T. C., 13 Davis st., "
4 Powers, R. J., "
5 Shank, Will, "
6 Brumbaugh, B. B., Beach Bottom
7 Covill, E. R., Brockwayville
8 Hughes, J. J., "
9 Oliver, E. C., "
920 Chambers, Frank T., 225 Wood st., Bristol
1 Wright, Chas. R., Radcliffe st., "

2 Parker, Howard R., Cartwright	5 Milligan, Thos. H., 728 Chestnut st., "	4 Kally, E. M., "
3 Seale, Mrs. Louis, 4th st., Catsaugua	6 McGuigan, Jas. A., 1907 N. 13 st., "	5 Pope, J. L., 1001 So. Market, "
4 Thomas, Miss Helen, 2d st., "	7 Marquis, A., 220 Franklin st., "	6 Simpson, C. B., 441 No. Cherry st., "
5 McKee, Mrs. Wm. Weir, 4th st., "	8 McKee, Mary L., 1832 E. Cumberland, "	7 O'Connell, J. J., 1201 9th, TEXAS, 55-333.
6 McKee, Wm. Weir, 4th st., "	9 Northrup, Frank S., 543 Bourne, "	Pecon Valley L. A. W.
7 Berlin, C. J., Colwyn	10 Osterlin, Fred'k C., 848 McGrath st., "	107 Anderson, J. W., box 81, Brewster
8 Russell, Rev. Joshua L., "	11 O'Donnell, Frank P., 610 Spruce st., "	8 Adams, Jay, "
9 Williams, M. L., 101 Chestnut st., "	12 Orr, Joseph, 611 Spruce st., "	9 Burt, George S., "
100 Vangorlen, Warren, Dingman's Ferry	13 Patrick, S. Douglas, 1902 Chestnut st., "	110 Clingman, J. L., "
1 Clerk, E. O., 302 Olive ave., Du Role	14 Pyle, Elmer A., 430 Walnut st., "	1 Gearing, Capt. C. M., "
2 Smith, Joseph, F., "	15 Remady, Ernest, University of Penn., "	2 Hall, Edward, "
3 Clifford, Geo. H., 223 Harry st., Dunmore	16 Grier, Geo. H., 2217 Frank ave., "	3 Hall, Joseph W., "
4 Garret, Abraham, S. 3d st., Easton	17 Ryan, Wm. R., 2706 Poplar st., "	5 Jenson, L. O., box 200, "
5 Williams, W. M., 135 S. 10th st., "	18 Simpson, Robert W., 18 S. Broad, "	6 Letting, Dick, box 200, "
6 Lloyd, W. B., box 23, Edgewood Park	19 Smartley, H. C., 1410 Chestnut st., "	7 Good, Carl, "
7 Galbraith, John W., 446 W. 5th st., Erie	20 Schuller, Harry, 246 S. 2d, "	8 Remington, Clarence, "
8 Bachman, A. A., box 144, Friesland	1 Nummer, C. L., 131th & Master st., "	9 Remington, J. W., "
9 Oswald, V. A., box 77, "	2 Stauffer, Harry W., 245 S. 3d st., "	120 Smith, Hugh T., "
100 Brown, Maurice G., 236 School Lane, Glastown	3 Steerly, W. C., 1838 Girard ave., "	1 Taylor, Madge T., "
1 Burton, Geo. F., 445 W. Lehmann, "	4 Smith, Joe, M., 3128 Richmond st., "	2 Turner, W. L., "
2 Feulker, Dr. Roland P., 59 W. Tulpo-locks, "	5 Thorne, John B., 2309 Brown st., "	3 Turner, Doughty, "
3 Gould, Chas. A., 84 W. Washington ave., "	6 Townsend, H. L., 426 Market st., "	4 Watson, Lee, "
4 Howell, Warner R., 600 W. Chelton ave., "	7 Van Voorhis, W. A., 457 Snyder ave., "	5 Wood, T. N., "
5 Singer, Miss Emma W., Wayne ave., "	8 Westhel, Richard L., 546 Parklawn st., "	6 Young, Will, "
6 Stiel, Mrs. Geo. F., 233 Harvey st., "	040 Williamson, Frank, 2202 Chestnut st., "	Cleburne Cycle Club.
7 Steel, Geo. H., 223 Harry st., "	1 Zinneman, M., 712 Franklin st., "	7 Higgins, Net F., "
8 Turnbull, Fred, 130 W. Walnut Lane, "	2 Wise, Henry T., box 1680, "	8 Hoot, J. C., "
9 Clark, Walter, 5326 Hancock st., "	3 McCracken, Wm. W., cara Hingue & Hacks, Pittsburgh	9 Kegan, Hamilton, 810 Preston, Brewster
100 Conly, T. E., Glenside	4 Flinn, Hugh, City Hall, "	Mercury Wheel Club.
1 Bigler, Haldeman, Hotel Common-wealth, Harrisburg	5 Duff, Boyd, 427 4 ave., "	130 Galt, John, Colburn
2 Barber, S. A., Haleden	6 Greer, H. H., 523 Ivan ave., "	Unattached.
3 Evans, Edmund C., Haverford	7 McKeever, Lucy S., 6339 Marchant st., "	1 Cartar, Charles M., Brewster
4 Murray, Mrs. S. Butler, 3112 Rhawn, Holmesburg	8 Orth, J. W., 270 Craig st., "	2 Collins, D. C., box 241, Colburn
5 Dougherty, Geo., Ingram	9 Roedel, A. C., 8th Ave. & Howe st., "	3 George S., Colburn
6 Alter, Fred E., Kittanning	000 Robinson, Withington, box 364, "	4 Irwin, James, 214 Tremont, Galtown
7 Thomas, Clifford S., box 550, Lewistown	1 Samuel, Lee, 884 S. Negley ave., "	5 Smith, H. P., Galtown
8 Bergstresser, E. L., Lykens	2 Stuben, Frank L., 101 Market st., "	6 Turner, Edgar, Turner Cottage
9 Brewster, H. A., "	3 Valle, E. R., 523 4th ave., "	7 Gairford, Archibald, 2118 German, Houton
100 Miller, J. M., New Kensington	4 Chapman, Rev. W. Y., 406 Green Tree race, Reading	8 Calmore, Ben F., 2118 German, "
2 Schick, S. P., 881 Chestnut st., Meadville	5 Kern, Edward T., 1128 N. 6 st., "	9 Fernandez, Jack, 610 Main, "
3 Wilson, W. A., 906 Liberty st., "	6 Heckler, Chas. S., 11th & 4 st., "	10 Gale, W. E., 1015 Texas ave., "
4 Stanley, F. A., box 3, Mill Village	7 Shearer, Jas. N., American House, "	1 Grant, M. A., 1012 Congress, "
5 Timms, Walter C., box 5, Morton	8 Moffat, D. H., box 36, Rialford	2 Murphy, Cornelius, 2118 German, "
6 Morgan, Geo. M., 54 S. Market, Nanticoke	9 Martin, J. W., box 98, "	3 Fervill, Hugh S., 1015 Texas ave., "
7 Cooper, F. A., 5th ave. & 10th st., "	000 Jirkins, John H., 834 Green Ridge st., Scranton	4 Keller, Wm. A., 1018 Preston ave., "
8 Zillmer, Emil O., 4th ave. & 10th st., "	1 Weber, Chas., Adams & Larch st., "	5 Winifred, Jerome, Jr., 820 Main, "
9 Nye, Edwin S., 315 E. Marshall st., Norristown	2 Neville, Ray, 9 Prindle ave., Sharon	6 Warnick, Wm., or Delly Press, Wm
100 Albrecht, Harry W., 1454 Canaan st., Phillips	3 Blacketter, H. P., box 430, Seewich	7 Ball, C. B., Waverly Hotel, Wm
1 Albrecht, Frank A., 1720 Huntingdon, "	4 Walter, J. B., Southwest	8 Kent, D. D., 302 So. 3d, "
2 Appleton, Samuel, 1735 N. 33d st., "	5 Wright, G. E., "	10 Mackenzie, A. H., Sanger Bros., "
3 Burt, Leola C., 922 McKean st., "	6 Lewis, Matthew, Werriors Mtn, Wayne	1 Miller, A. H., box 45, "
4 Bartlett, Mrs. L. M., 1818 N. 18th st., "	7 Burket, Elmer, box 235, "	2 McCall, W. W., drawer 30, "
5 Barcus, Willard E., 3106 Montgomery ave., "	8 Welman, Jacob, Jr., Wilkesburg	3 Robinson, Lem, 704 Austin ave., "
6 Bateson, Harry W., 2314 N. 16th st., "	9 Koch, Mrs. Austin W., 729 Hill ave., "	4 Sanger, Jake, Sanger Bros., "
7 Barto, Mrs. S. A., 1017 Chestnut st., "	070 Kemmerer, Harry H., 151 Academy, "	5 Smith, Norman, "
8 Beebe, Dr. H. C., 2117 E. Cumberland, "	1 Meason, Mrs. Harry C., 21 Sullivan, "	6 Taylor, W. H., box 50, "
9 Berge, H. N., 417 W. Cumberland st., "	2 Bowman, Nummer S., box 206, Williamsport	7 Taylor, W. H., box 50, "
100 Bryan, Thos. (Bustleton P. O.), "	3 Hampshire, J. J., Jr., 143 E. Marshall, Wm. Chester	8 Walling, W. L., 809 North 11th, "
1 Brink, Wm. D., 2332 Lambert, "	4 Leonard, W. H., Williams Corner	9 Winston, William E., 601 Austin st., Wm
2 Broadfield, John H., 1322 E. Mont-gomery, "	5 Kehler, Miss LGS, 703 Tucker st., "	10 Widmer, Adam E., "
3 Bicket, Thos., 913 S. 49 st., "	6 Rhemeyer, Louise W., 324 E. 4 st., "	1 Tibbs, Tom, Wm
4 Bookhammer, S. W., 2616 N. 9 st., "	7 Rhodes, M., 327 Pine st., "	Over 126,000, UTAH, 1-149.
5 Blumstahl, Hert, 1921 Park ave., "	8 Sharp, B. J., Park Hotel, "	162 Parsell, George A., 267 So. Main, Salt Lake City
6 Burt, Leola C., 922 McKean st., "	Over 126,000, RHODE ISLAND, 14-850.	Unattached.
7 Buser, W. R., 323 Penn. st., "	Powhattan C. C.	Over 126,000, VIRGINIA, 2-120.
8 Clark, Herbert L., 2400 Columbia ave., "	079 North, James, 513 Thames st., Newport	Unattached.
9 Clark, Herman L., 1941 N. 11, "	080 Leonard, David T., Ewart st., Newport	163 Mead, Commander W. W., Navy Yard, Norfolk
100 Digh, Harry W., 203 W. 11th ave., "	1 Nye, George H., box 303, Pawtucket	Over 126,000, WASHINGTON, 1-84.
1 Douglas, John R., 1732 Moore st., "	2 Alexander, Geo. H., 44 Lonsdale ave., Pawtucket	Unattached.
2 Ferguson, Wm. N., M. D., 116 W. York st., "	3 Bliss, Henry W., 229 North 2nd, Pawtucket	165 Persmore, Lew, Snohomish
3 Gans, Dr. S. Leon, 1534 N. 10 st., "	4 Munroe, Walter E., Swarts bldg., "	Over 126,000, WEST VIRGINIA, 2-142.
4 Gramm, Edw. M., M. D., 1433 Girard ave., "	5 Blair, Walter G., 15 Brigham st., "	Unattached.
5 Gans, Dr. R. S., 711 Franklin st., "	6 Goff, Merrick L., box 736, "	166 Sefton, Robert D., Cherry Hill
6 Hagist, John, 243 S. 15 st., "	7 Gladley, William, Stone Bridge House, Tiverton	7 Wyong, Rutherford, Shepherdstown
7 Harris, Alan H., 600 Highland ave. (Chestnut Hill), "	8 Frankenstein, Louis J., 49 W. Broad, Westerly	Over 126,000, WISCONSIN, 13-1,501.
8 Heydortson, C. Jr., 217 Walnut st., "	9 Schofield, Joseph A., 143 Main, Watch Hill	Lancaster C. C.
9 Heywood, Frank B., 2247 N. 20 st., "	000 Jones, S. Fossick, Watch Hill	168 Howe, Paul C., Lancaster
Over 126,000.	1 Talbot, Charles N. Jr., Wickford	9 Werren, Winfield W., Totah
100 Holloway, A. B., 68 N. 2d st., "	2 Simpson, Thomas, 188 South Main st., Woonsocket	Unattached.
1 Inskip, H. W., 3244 Woodstock st., "	Over 126,000, TENNESSEE, 14-354.	170 Lang, E. C., box 554, Total
2 Johnson, Jas. Edgar, 1229 N. 12 st., "	Cyclist A. C.	11 Ike, William, 490 Mineral, Milwaukee
3 Jacobs, Fred'k H., 624 N. 21 st., "	083 Bendorf, Albert M., 376 Adams st., Memphis	2 Klemper, Jacob, Jr., 718 Grand ave., "
4 Kelly, John W., Jr., 406 Market st., "	N. A. C. W.	3 Turner, Frederick J., 629 Francis, Madison
5 Kelley, Frank, 1611 S. Broad st., "	1 Britter, Wm. Jr., 116 No. Market, Nashville	4 Reed, F. D., 1208 8th, Madison
6 Keeley, Lincoln, 184 N. 21 st., "	2 Williamson, Logan T., 200 Belmont ave., Woonsocket	5 Reed, R. E., 16 Pearl, Madison
7 Kline, H. W., Jr., 4814 Westminster ave., "	Unattached.	6 Lewis, William M., "
8 Kurta, Wm. B., 121 S. 4 st., "	7 Farnsworth, C. F., 294 Linden st., Memphis	7 Nelson, S. A., Jr., 1105 College ave., "
9 Lyon, Eugene, 131 S. 13 st., "	8 McDaniel, C. F., No. McFarren, "	8 Herold, C. L., Sparks
100 Lott, Gilliam C., 2325 N. 4 st., "	9 Turner, Chas. M., 672 Main st., "	9 Henry, R. H., "
1 Lee, Wm. J., 10th & Sansom st., "	100 Wilkerson, H. L., 334 Main, "	190 Wemple, W. S., "
2 Mack, J. Lathrop, 1127 S. 45 st., "	1 Brod, A. R., 1304 Pine st., Washburn	Over 126,000, POLAND, 1-111.
3 Masland, M. H., Amber & Westmoreland, "	2 Ryan, Albert D., 902 Berry Hill st., Washburn	181 Kehlmer, Siedlewski, Place st. Alerendren, No. 3, Warsaw
4 Medera, Thos. J., 231 Richmond st., "	3 Hagar, Frank W., Galtown, "	NEW LEAGUE CLUB.
		731 Ogden Wheel Club, Dub

QUERIES AND ANSWERS

119,527, Phila.: We cannot criticise the methods of any firm in these columns unless we have proof of actual fraud, not even if you had signed your name.

110,578, New York: New York road books are not quite ready. We believe the officials are doing the best they can. Thanks for your kindly appreciation of L. A. W. BULLETIN.

DR. OLNEY, Ft. Dodge, Iowa.: You're a "good un." We are pleased to class you among the good & good.

"DISGUSTED CONTRIBUTOR":—"We cannot ventilate your personal grievances in this paper. Please read Job, vi: 5. It hits your case exactly: "Doth the wild ass bray when he hath grass? or loweth the ox over his fodder?"

109,762:—Your article, in which you suggest that touring wheelmen should drink—for their health, would be accepted only in our advertising columns. Rates on application.

JAMES POTTER, Nevada:—Our letter came back. Where are you?

104,426:—Any reputable railroad company would have had your wheel repaired after it was injured by the falling of a pile of trunks, whether you paid a special price for its carriage or not. Even if you had signed a "release," we doubt if you would be expected to stand the expense of such carelessness on the part of the baggage man.

T. W. R., Poughkeepsie, N. Y.:—Your suggestion is appreciated, but it is not desirable that the L. A. W. as an organization become associated with the cigarette business. We prefer to leave that for each member to settle for himself.

W. S. P., and others:—If your membership has expired more than two months you can renew by paying a fine of fifteen cents per month for each month, more than two, that you have been out.

A NEW JERSEY member says:—"A newspaper, or any other equally thick, placed under the coat about the small of the back will in a great measure prevent a chill, which is very dangerous under the conditions following profuse perspiration."

T. W. H., Brooklyn, and many others:—Consult road books for tours which they describe.

And don't forget to say a word about broad tires.

LOCAL CONSUL, Newark, N. Y.:—Your complaint is received and filed. This entire railroad question, so far as your State is concerned, is in the hands of Mr. Potter who will give it his best attention next winter.

No. 118,716:—Had you given your name and address, your question would have been answered by mail. This is all we can say.

A CANDIDATE who won't insist on having good roads, is likely to be behind the times on other questions as well. Don't vote for him.

A PETITION to tax cyclists in Memphis is being met by a counter petition to tax all vehicles used for pleasure or business. The Memphis wheelmen are too wide awake to suffer any unjust laws to be made. They do not believe it right for the velvet-footed wheel to be taxed for making pavements for four-ton, narrow-tired drays to crush. Municipal idiocy finds hard sledding in such an L. A. W. city as is Memphis.

JUDGE W. W. MARTIN, of Fort Scott, Kansas, is a candidate for the office of lieutenant-governor of his State. He is said to be an enthusiastic wheelman, a member of the L. A. W., and an able and popular man, and deserves the endorsement and support of every wheelman and lover of good roads.

LEE RICHARDSON will do the trick riding at the National Meet.

NASHVILLE would like the National Meet of 1897; Omaha is out for the Meet of 1898.

CRUSH the rocks that now impede travel and make good roads of them, and thus kill two birds with one stone.

C. J. SCHERER, chief consul for Tennessee division L. A. W., has published the following card:

To the L. A. W. Members of Memphis and Vicinity—Notice is given that the Louisville & Nashville Railroad has been selected as the official route to the national meeting at Louisville, August 10th to 15th inclusive. This notice is given to correct erroneous impressions created by a card of the Memphis Cycle Club making the Chesapeake, Ohio & Southwestern their official route. That is their privilege, but the League of American Wheelmen, ever watchful to the interests of its members, will not make the official route of any railroad that charges its members 25 cents or any sum to carry their wheels when on a pleasure or business trip. The attached letters of League members protesting justify my action in this matter.

Respectfully,

CHARLES J. SCHERER,
MEMPHIS, July 20, 1896. Chief Consul L. A. W.

MEET to the right, pass to the left.

COLUMBIA BICYCLES

Are a
Prudent
Purchase

You profit both ways—in the beginning, in the end.
It pays to spend a little more at first for a Columbia
—the Standard bicycle— and be satisfied first, last
and all the time

∴ ∴ \$100.00 ∴ ∴
TO ALL ALIKE

Pope Manufacturing Co.

HARTFORD, CONN.

Hartford Single-Tube Tires

Are the right kind of tires
FOR EVERYONE.

For every kind of bicycle, for all kinds of roads,
and for all classes of riders

UNDER THE SUN.

"IF IT'S A HARTFORD TIRE, IT'S RIGHT."

Don't take an imitation —
Insist on having the genuine.

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:

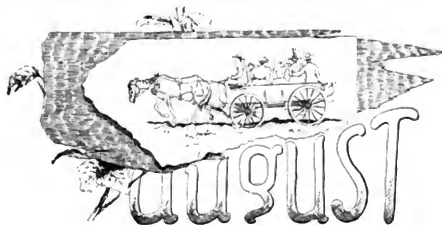
100 Chambers St., New York 136 Lake St., Chicago
910 Filbert St., Philadelphia 8 Queen St., E. Toronto, Ont.

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1750 St. Charles Ave., New Orleans

The young man who could drive with one hand
used to be a favorite with the girls; but now its
the one who knows most about propelling a tandem.

BICYCLING has become one of the strong features
of the Y. M. C. A.'s, and is given a prominent place
in their programmes of summer pastimes.



Oh cyclist bent on a vacation,
Would n't it be bliss (?)
To try to find your recreation
In some sad corner of creation
With the roads like this.

RING your bell to warn people; but not to scare
them.

RIDE your wheel so the neighbors will wish to
ride wheels, too.

AS YET no one has got a corner on wheels.

A MAN's health depends on
his constitution and bile-laws.

ARE you going to Louisville?

DO NOT go to a summer re-
sort that has n't good roads.

LIVE for others and others
will live for you.

MOUNT for Louisville.

HE RIDES best who rides
pleasanteest.

BICYCLE parties are quite the
popular thing this summer.

HE who thinks the bicycle is the invention of the
Devil has an evil wheel in his head.

BEWARE of sun-stroke. Ride on the shady side
of the day.

THE mud-turtle road is going out of style.

THE LAW·BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, August 14, 1896.

No. 7.



Honest, Would You?

"The Law Bulletin" is a monthly publication of the American League Wheelmen, and is published by the American League Wheelmen, 100 North Washington St., Boston, Mass.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION. 62,464.

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... HERE IT IS ...



THE **SIMPLEX** BICYCLE TIRE
REPAIR TOOL

With which you can mend any size puncture in single or double tube tires. The only repair tool in the market that uses

\$1.75

TAPERING SOLID RUBBER PLUGS



Easy to insert in a punctured tire, but cannot slip out.

Send Five 2-Cent Stamps for Samples of Assorted Sizes.

MANUFACTURED ONLY BY

BICYCLE APPLIANCE CO.

1004 Walnut Street,

Illustrated Booklet Free. Mention Bulletin Philadelphia.

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840



**Lovell ...
Diamond
Bicycle . .**

Our wheels for 1896 are models of
beauty, strength and durability.
All sizes, styles and prices.

Catalogue free.

**JOHN P. LOVELL ARMS CO.**

BOSTON, MASS.

Makers of

*Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles*

Ask Your Shoe Dealer
for

"Ball-Bearing"***Bicycle Shoe***

No. 972

Made from "Prince of India" leather—
tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped
on heel.

PRATT FASTENERS hold laces
without tying.

C. H. FARGO & CO. (Makers)
CHICAGO

**WHAT TO WEAR ON A TOUR.**

EDITOR L. A. W. BULLETIN:

Dear Sir, On the wheel I wear a crash cap, with a cape to protect the back of the head and neck from the sun. These are dyed a medium dark gray color, so as not to show dust. Next, a gray woolen sweater, of good weight; no undershirt; next, black woolen tights with feet—I wear black because I could find no gray—and a pair of low shoes.

I carry for use when off the wheel a coat and knickerbockers made of coarse crash, dyed medium dark gray. They can be rolled in a very small package, and I believe I am presentable when off the wheel.

No. 102,394.

A LEVEL-HEADED TOWN.

Wakefield, Mass., has just done itself "proud."
The L. A. W. local consuls writes:

"I have the pleasure of announcing to you that our superintendent of streets has caused sign boards to be made for every street in town, and at junction points there are to be twenty large "distance" sign boards, giving directions and distances to neighbor-

EXPERIENCE — V.S. — EXPERIENCE

Length and Quality

of experience should determine the actual value of a bicycle, and not the external finish — the paint and nickel.

HOW MANY of the bicycle makers represented in the forty pages of bicycle ads. in most bicycle journals RECEIVED WORLD'S FAIR AWARDS? Or, how many of the present grand army of so-called bicycle makers know how to make an upright wheel?

Builders of

Rambler

Bicycles

("The 17 year old wheels")

Began at the beginning, and have had 17 years' experience in building all kinds of bicycles; have solved the problems and do not guess; received five rewards at World's Fair — the largest number in the bicycle division, — one-ninth of all awards.

Send for *Landsome Catalogue*; also ask for "GOLD."

Is it a wonder that "Rambler Lead?"

Gormully & Jeffery Mfg. Co.

New England Branch,
174 Columbus Ave., Boston.

Foreign Branch,
Coventry, England.

Riding Academies

85 Madison Street, Chicago.
1315 14th Street, N. W., Washington, D. C.
639-945 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

ing towns. These latter were referred to me by the superintendent, and I can guarantee the accuracy of the mileage, which is given to the nearest half mile.

The boards are black, sanded, and white letters; very striking, and easy to read. They will be placed in position in a few weeks, probably this month, and when so placed I can safely say that no town in the State will be better "boarded."

Yours truly, F. S. CATE.

WHEELMEN AND THE TOW PATH.

EDITOR L. A. W. BULLETIN:

In reply to the wheelman who complained that a patrolman had ordered him off the tow path on the Erie Canal between Frankfort and Utica recently, would say that, on the authority of Hon. Thomas Wheeler, assistant superintendent of public works, the entire tow path system of New York is free to all wheelmen, and that Mr Aldridge, superintendent of public works (who, I believe, is a wheelman), has instructed all his subordinates to keep the tow paths in as good order as possible for the use of wheelmen.

The patrolman evidently exceeded his powers, and any complaint against such men should be promptly placed in the hands of the division superintendent.

JULES DOUX.

UTICA, N. Y.

The sextuplet shows to what length bicycling is being carried.

Don't ride your wheel to count up miles.
But to enjoy the pleasant whites.

ROAD COURTESIES.

EDITOR L. A. W. BULLETIN:

I agree with W. M. T. in regard to passing frightened horses. In most cases, the best class of people drive fine horses, which are liable to be frightened at passing cyclists. We want this class of people to aid the L. A. W., and unless we show them this courtesy, by dismounting and allowing them to pass safely, how can we expect to receive their aid.

Again we find cyclists and farmers arguing on account of the latter not giving the right of way. In many cases, the farmer has an extremely heavy load and is not able to turn to the right of the road. In this case, I would suggest dismounting.

ST. LOUIS, MO. LOUIS ROSEN, No. 100,906.

THE hangman of Vienna goes cycling every day. The best people need no longer abstain.

WHICH WHEEL REVOLVES THE MORE?

EDITOR L. A. W. BULLETIN:

Dear Sir: — Having often heard discussions as to which wheel of a bicycle went the further, I concluded to give the matter a test, and herewith hand you results of same. Wheel gear 72, crank 7 inches. In addition to a cyclometer I used an instrument on each wheel to record the revolutions.

1. Distance 4.7 miles, over undulating road, with a total rise of about 150 feet, against a 4-mile wind. Rear wheel made $3\frac{1}{2}$ more revolutions than the front.

"As good as."

Some one died, in one of Ian McLaren's Drumtochty stories, and Jamie Soutar wished to describe her virtues. He fitted his words to Drumtochty comprehension in this way: "She was as good — well, she was as good as *Marget Howe*."

Marget Howe was the highest type of womanhood in Drumtochty. So when one wishes to utter highest praise of a Cyclometer he says, "It is as good, or nearly as good, as the 'Standard.'"

The best is always the basis of comparison. "As good as" is the weak refuge of the commonplace.

New York Standard Watch Co.

"BUILT LIKE A WATCH"

**STERLING
QUALITY**

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
doesn't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. Denver.
San Francisco.

2. Returning over same course, coasting "wide open" when there was any coasting to be had, I was "sorter" balled up to find that the front wheel outran the rear nearly 2 revolutions. I case it out that this unexpected result was owing to the curves in my course. Naturally the hind wheel takes the short cuts. I did no back-pedaling.

3. A straight coast of 1.23 miles, as near a bee-line as possible, both wheels the same.

St. Louis, July 20, 1896.

No. 15,716.

WHO MAY JOIN THE L. A. W.

A correspondent asks:

1. "Are tricycle riders allowed to belong to the L. A. W.?"

2. Is the owner of a bicycle who can't ride allowed to belong to the L. A. W.?"

3. Can either or both of above wear the L. A. W. badge?"

Sec. 1, of Art. III, says that "Any amateur white wheelman of good character, eighteen years of age or over, who shall have the endorsement of two League members, or three other reputable citizens," is eligible to membership.

1. Of course a tricycle rider is a wheelman, and in the early days such riders were comparatively numerous, though at present they are very rare; certainly the tricycle rider is interested in road improvement, if anybody is.

2. Any person who had purchased a wheel, with

the intention of learning to ride it, could be considered a wheelman for the purposes of an application for membership in the L. A. W., since by the end of the two weeks' probation he would be a rider; at least we have no record of any case of failure to do so.

3. The L. A. W. badge can be properly worn only by League members.

THE "NEW WOMAN" FALTERS.

NIXON WATERMAN.

MR. PUBLIC SMOKER, we most grievously regret that though we women folks have tried to be as you are, yet

A few among us must confess we still are so unripe, We really have not learned to love the odor of a pipe.

And there are some so-called cigars for which we do not care.

The ones they make of horses' hoofs, of rubber and of hair, — We know our taste is faulty and regret it much, in truth, To think our education was neglected so in youth.

Since everywhere we women go, on outings, near and far, In gardens, at the races, on the steamer or the car, We breathe your free tobacco, why we feel ashamed to tell Our heads are split with aching and our stomachs must rebel.

It's quite humiliating to we women known as "new." Instead of smoking for ourselves to just be smoked by you: But all our girls, since you prefer, shall, by the Hokey Poken Be reared on plug tobacco and enameled in its smoke.

FIRST of all, be a gentleman, or a lady.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00

" " Special Club Rate, to League Members only . . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

AUGUST 14, 1896.

THE VALUE OF A DOLLAR.

At a time when everybody else is talking, and a few are thinking, about the money question, it would seem "lonesome like" for the L. A. W. Bulletin to keep still.

What is a dollar?

What is it for?

Why has it value?

Money is a memorandum, nothing more. You have it because you have rendered a service to some one, and you part with it because you want something that is possessed by another. (This refers, of course, to the honest and legitimate use of money.)

If there were but two men in the world, money of some sort would still be necessary, but for no other reason than that it would be more convenient than book-keeping.

The volume of money should be proportioned to the number of people and the amount of business done, for most obvious reasons, but the purchasing power of a dollar should remain the same, if possible, so as to maintain the basis upon which present and past business is and has been conducted.

No change either way in the value of money can be made without working a serious injustice to large numbers of people.

If the mere issuance of money by the government could add to the general prosperity, then we could all be made wealthy in a week.

The effect of money on business is wholly in the

Total number printed this week, . . . 65,000

Sent to paid Subscribers, 62,464

Samples to Advertisers, Exchanges, etc., 2,536

mind, purely imaginary, but the effect is there, nevertheless.

Business is made by the supplying of human wants. When people get scared they stop buying, and there is a "panic," "hard times," "commercial depression," etc., etc. When people are confident and hopeful they indulge themselves in many more of the comforts and luxuries of life, and then business "booms."

Who is to blame?

Most emphatically it is the *cheap politicians* and calamityists, who care for nothing beyond what fodder they can get out of the public manger, and who would be willing to precipitate any sort of a panic for the sake of winning paying political positions.


The sensational newspapers are much to blame, though they usually act as reflectors for the politicians.

Gold is of less value intrinsically than iron is, but owing to its limited quantity and the fact that the supply cannot increase suddenly, about twenty-six grains of it has been taken to represent a dollar, and for the last twenty years the prices of goods which have an intrinsic value *because they are useful*, have been fixed with relation to that standard gold dollar.

Whether wages are higher or lower, or whether the price of wheat is higher or lower than at some time in the past, taking the dollar as a standard, is of no consequence. It is only the *relative* values of things that should be considered, and these cannot be permanently affected by the supply of money. The only condition that can for a term of years modify the price of any standard article of commerce is the supply of that article and its relation to the demand. "Boards of trade," so called, may affect prices temporarily, but only as any other form of gambling may for the time affect the condition of those engaged in it.

"Times were good during the war," is often said to prove that plenty of money will make good times, for it was true that the enormous issues of "greenbacks" at the time put in circulation a large volume of that sort of currency. The greenbacks, however, had as little to do with the business boom of those days as a column of mercury in a glass tube has to do with the weather.

It is an important fact that the war at once furnished employment for all the workmen in the country. Many a man who never saw fifty dollars before in his life was paid a "bounty" of several hundred, and, rigged up in a bright new suit of blue, he proceeded to "blow in" his new found wealth. This created an enormous demand for all sorts of goods, which in turn made a demand for more labor than was to be had, and as more than one employer



"Any Old Price"

seems to be enough for **some** makes of wheels; and, it is about all most of them are worth. Mr. Rider, are you one of the many who four months ago paid almost twice as much for your wheel as it is now being sold for? Has the maker of your mount given you any **good** reason why he discriminated **against** you to the tune of \$30.00 more or less? Are you satisfied that **you** got the worth of your money? Wheels that are satisfactory to riders, are properly made, and sold at a legitimate profit, are **not** found in auction rooms or rate department stores. New Clippers are the kind of bicycles to buy. You're sure of getting straight goods at straight prices.

◆◆◆

MADE BY THE **GRAND RAPIDS CYCLE CO.** GRAND RAPIDS, MICH.



A
M
E
R
I
C
A

"T
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S"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

was ready to hire the workman, he in turn naturally came in for advanced wages.

The wages were still further raised (*i. e.*, taking the dollar for a unit) because the dollar, so-called, was not a real dollar, but a "promise to pay" a dollar. Everybody knew that the government *couldn't* pay except with more promises, as there was n't enough gold in the country to pay with, even if the government had owned it all, which it didn't. So the question came as to the soundness of the government and the probability of its being able to pay "some way."

There were really two governments, and each had its sympathizers. The Southern dollar finally became so cheap that fifty "dollars" were paid for a loaf of bread. Now did the man who sold that bread *really* get any more for it than if the price had been seven cents in gold? Probably not.

People who had gold held it at a premium, and at one time a gold dollar was worth over two dollars and a half in greenbacks.

The greenbacks were an admission on the part of the United States government that it had no money, but expected to have money some time, and in borrowing from corporations and individuals who had money it issued its promises (greenbacks), which were circulated among people as money.

Immediately the prices of goods "went up." The new demands made by the war decreased the supplies, and hence would have raised prices some, for the time being, even on a gold basis; but the most

startling part of the increase in prices was due to the fact that money had been cheapened,—how much, was shown by the enormous premium at once quoted on gold.

Business was good during the war simply because of a very large demand for men, not only to go as soldiers, but to work in the shops at home supplying equipment, and on the farms raising food; but the country is still in debt on account of it.

It may be very funny to spend an evening in unseemly debauchery, but we should not forget the morning headache. Nature demands full payment for all abnormal "cuttings up."

Supply and demand settle everything. We may only hope to enjoy what we earn.

Let us, then, insist that the "memorandum" which represents our earnings shall be as unchangeable as possible, so that the dollar we earn today will be worth a dollar tomorrow.

The L. A. W. BULLETIN is in favor of the gold standard dollar, less politicians, and more good roads.

Don't elect your enemies to preside over your highways.

AN OUNCE OF LOOKOUT IS WORTH A POUND OF REPAIR SHOP.

CUPID'S bow has been made over into a tandem handle-bar.



This trade mark is recognized in all parts of the world as the emblem of perfect cycle construction.

There are now made in America, Cycles of Cheap, Medium, High Grade and

Humber Quality.

Within the walls of every cycle factory in the world, HUMBERS are admittedly the best product in cycle construction which inventive genius, precise methods, skilled mechanism and unlimited facilities have produced.

Applications for Humber Agencies for the season of 1897 will be received at our Westboro office until Sept 15, 1896. Though we have largely increased our facilities of manufacture during the past season, the volume of our product is limited, and it is necessary our plans for the distribution of our 1897 product be completed by the 15th of September, in order that we may supply agents promptly with cycles they will require during the season of 1897.

A Humber Agency means Reputation, Satisfaction, Profit.

Once appointed, the Humber agent can always feel assured of steady business, for so long as he is conducting the business on satisfactory lines the agency will remain with him. It is the policy of Humber Companies to select agents whose character is on a plane with the reputation for integrity and quality earned by Humber Companies during the past twenty-nine years. We seek those only to represent us who appreciate the merits of honest goods, and who realize the value of and will aid us in supporting a truthful, honorable business policy. In every manner possible we seek to prevent any cutting of prices, that all buyers may be treated uniformly alike. We, therefore, require every agent to furnish a guarantee bond that he will not under any circumstances sell HUMBERS at less than our catalogue price, nor give or allow any rebate or commission.

HUMBER & CO., America (Limited),

ELLIOTT BURRIS, Managing Director.

WESTBORO, MASS.

A BICYCLE BAGGAGE CAR.

It's easy enough when you know how.

At first the railroads said they just could n't carry bicycles in their baggage cars. The wheels are so frail and easily injured, and so forth, and so forth, they just could n't be carried.

Well, even a railroad corporation, or those who represent it, may sometime change its or their mind, as the following from a recent issue of the St. Paul Dispatch would indicate:

The new baggage car of the Milwaukee road, which has been fitted up with a special arrangement to carry bicycles, was in St. Paul yesterday and left last night for Chicago on the limited.

There are two kinds of supports for wheels used in the new car. One is for holding the wheels from the roof of the car, while the other is attached to the sides. The rubber-lined holding plates adjust themselves automatically to the frame of any style of wheel. The wheel is free from being scratched or marred in any shape or form, and can be as easily handled as any other form of baggage. Overhead fifteen-five wheels can be carried without any crowding or inconvenience to the baggage-men. On the car that left St. Paul last evening there were a score of wheels and 185 pieces of other baggage.

The world moves but, at times, it is a little slow about getting started. Now that it is practically demonstrated that bicycles can be properly cared for in baggage cars, it seems only reasonable to expect they will be.

SMILES are sunshine. Frowns are frost. What are you?

THE L. A. W. IN POLITICS.

When the original Webster's dictionary was compiled, "Politics" probably was the "science of government;" at least, out of respect for the memory of Mr. Webster, we will assume that he correctly reported the accepted definition of his time.

The change which time has wrought, however, is more than perceptible.

Politics, as understood today, means the science of "getting there,"—"the science of government" being considered subsequently, in some cases, and not at all in others.

If a few drops of ink are placed in a spring of crystal water the whole is tinged and made to look unfit to drink. So a few unworthy men, in our State and national politics, cast a sickly hue over the ninety and nine who are, perhaps, magnificent specimens of unselfish manhood.

A prominent State governor recently said, during a conversation on this subject: "However high-minded and worthy a man may be, and however anxious to serve his country for his country's good, he cannot do so unless he can first obtain the opportunity, through an election to the proper office, and it is in elections where the questionable practices are most liable to occur."

The office seldom seeks the man, only because the man doesn't hold still long enough to be sought.

One of the first things learned by the young politician is, that to be elected he must have votes, and

Highest
Grade

Highest
Price



It is imitated generally; popular demand breeding imitations as generously as monkeys breed fleas. But then, such imitations!

YOU WANT THE ORIGINAL.

TRADE MARK

Record Pedal Mfg. Co.,

239 Columbus Ave.,
Boston, Mass.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

OUR QUICK-REPAIR TIRE IS A
GRAND SUCCESS - CATALOGUE
TELLS ALL ABOUT IT



PUMP UP BEFORE STICKING IN TOOL.

MORGAN & WRIGHT
CHICAGO

to obtain votes it is necessary to cause a desire, in the mind of the voter, for the election of the votee.

If the voter wants the town to appropriate some money to improve the road in front of his farm, he is not very likely to vote for the election of an official who is known to be opposed to such an appropriation.

And by the same token the aspiring politician is naturally anxious to please as many voters as possible, so as to get in a position to serve the country which he loves so well.

Whatever may be said on the right and wrong of these things, we all must have observed that the earth is inhabited by human animals, each of whom has an ever-present appetite actively engaged in craving something.

The League of American Wheelmen, firmly grounded as it is in the hearts of an appreciative people, will undoubtedly live to see the perfection of all things, including, of course, roads, but we, its present members, in order to have results during our lives must make good use of such materials as we have at hand, not forgetting that the millennium, should it ever arrive, will be just as welcome as though we had sat and waited for it.

The L. A. W. believes in political "deals," but only the kind which may be made publicly.

If the League wanted something which could benefit only wheelmen, it would be perfectly justified in using its power in every honorable way to obtain it. How much better is it, then, that the League's influ-

ence be used to obtain that which benefits others even more than itself.

League members everywhere are justified in asking the candidate how he stands on the road question. Don't be satisfied to know that he "isn't opposed" to road legislation.

Neither is a horse opposed to it.

The world has too many men who are "not opposed" to anything.

A man who is earnestly opposed, and can tell why, is to be desired above the inert automaton whose blood circulates only by gravity. The one will act, the other is dead wood, occupying room that might better be vacant.

Political parties mean nothing except as they do something.

If you vote for any man because he is a Republican or a Democrat, and for no other reason, you are not availing yourself of the highest privilege of American citizenship.

Silver, Protection, Free Trade, Prohibition, or whatever, cannot affect the other question.

The more a man wants to protect American industries, the more he wants good roads. If he wants free trade, good roads will make it still freer. If he wants prohibition, he must remove the thing which is most likely to drive men to drink, *viz*: bad roads.

When properly organized, the strongest party in existence is the Good Roads party, because in such a party there is no good reason for differences of opinion.

SINGLE-TUBE TIRES.

Cannot be Excelled.

Look at the names of corporations and firms manufacturing

SINGLE-TUBE TIRES

under the Tillinghast patents:

THE BOSTON WOVEN HOSE AND RUBBER CO.
THE REVERE RUBBER CO.
THE NEW YORK BELTING AND PACKING CO., Ltd.
THE POPE MANUFACTURING CO.
THE NEWTON RUBBER WORKS.
THE DIAMOND RUBBER CO.
THE B. F. GOODRICH CO.
THE NEW YORK TIRE CO.
THE HARTFORD RUBBER WORKS CO.
L. C. CHASE & CO., of Boston.

THE MECHANICAL RUBBER CO., of Chicago.
THE HODGMAN RUBBER CO.
THE PEORIA RUBBER AND MFG. CO.
THE INDIANA RUBBER AND INSULATED WIRE CO.
THE KOKOMO RUBBER CO.
THE MECHANICAL RUBBER CO., of Cleveland.
THE HARTFORD CYCLE CO.
THE IDEAL RUBBER CO.
THE SPAULDING & PEPPER CO.

The above list embraces more than *forty-nine fiftieths* of the capital interested in the manufacture of **Single-Tube Tires** in the United States, and includes the only licensed manufacturers of **Single-Tube-Tires**. OTHERS ARE INFRINGERS.

Suits have been brought in every United States Circuit.

SINGLE-TUBE TIRES.

Men are bound to differ and dispute on all questions where there is the slightest chance for argument, but in the matter of improved highways it is only a question of *how to do it*. And that will soon be reduced to an exact science.

Join the L. A. W., and you will feel that you belong to a party with an aim, than which the world never saw a worthier.

Unless some unforeseen and remarkable blunder is made, the League of American Wheelmen will stand firmly on its own legs long after there isn't a Republican or a Democrat on the face of the earth.

OUR FRIEND, THE UNDERTAKER.

A Washington, D. C., correspondent writes that he got a puncture in one of his tires while riding near a small town in which there was no repairer, but he was helped out by the local undertaker, who produced some sort of sticking-plaster which is used in the business of embalming. This incident suggests some interesting possibilities.

AN ATTACHMENT has been invented in France which, when fixed to the lamp, can be utilized for various cooking purposes while riding at full speed.

W. N. ALLAN, an English cyclist, recently established a new 24 hours' road record. He rode 350½ miles, part of the distance through heavy rain.

HONEST, YET HE STOLE.

A worthy gentleman in one of the western States writes as follows:

STERLING ELLIOTT, Esq.

Dear Sir,—I am very much interested in the subject of good roads, and as we send out 14,000 circulars almost monthly all over the Northwest, I am having printed short articles on the subject that I have stolen bodily from the L. A. W. BULLETIN, and shall enclose one in each envelope enclosing our circulars, and trust they may do some good. I shall keep it up for some time gratuitously for the good of the cause. Later on, I shall credit same to the L. A. W. BULLETIN, but at present farmers in this section seem quite antagonistic to wheelmen, so I thought for the present I would not let them know it was anyone connected with a wheel who was educating them. If you see any objection to thus pilfering your articles, and will so advise me, I will discontinue. No. 102,394.

This is a peculiar case, not peculiar in that matter has been taken from the L. A. W. BULLETIN without credit, for that is done daily, but peculiar because it is done by people who would like to give credit and dare not, for the reason that the farmers in their State are not informed on the great question of improved highways. Oh, for a Good Roads Moody and Sankey to wake up such communities to the good that they might do themselves!

The religious revivalist succeeds by appealing to the selfish desire of the people to be "saved." The benighted backwoodsman objects to the roads being improved because he thinks it will cost him something. He thinks only of the wheelmen who

Good Roads Good Wheels

*Let the riders use every effort to
obtain the former—*

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.



**Coasting
Contests**

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires; they make the bicycle run easily.
Our Catalogue tells why. Send for it.
The Palmer Pneumatic Tire Company, Chicago

are clamoring for the improvement, and forgets, if he ever knew, that the advantage to himself will much more than warrant the probable outlay.

The L. A. W. BULLETIN wants to be of use in the general agitation, and not only freely offers its matter to the gentleman, but most heartily thanks him in the name of the L. A. W. for the splendid interest he is taking in the education of his countrymen.

If the medicine takes effect it is not necessary that the patient should come in direct communication with the doctor.

BICYCLES AS BAGGAGE.

We have many complaints from wheelmen in New York who are charged for wheels by the roads which run out of that State. We understand that the Armstrong law can effect only such transportation of wheels as terminates within the borders of New York; *i. e.*, a New York railroad must accept and carry as baggage a bicycle to any point short of the State line; but should the destination of the cyclist be the next station beyond the line, then the railroad may charge for the entire distance.

Whether this is right or not it is done, and the railroad men contend that it is proper under the Inter-state commerce law.

The young lady who says "yes" for the splendid solitaire she is to receive, belongs to the diamond match trust.

THE BICYCLE DEFINED.

Thank God for the bicycle! I would canonize the inventor if I knew his name. But that is unnecessary; God is the inventor. It is a proverbial thing, and there would be less for me and other ministers to do if there were more of them. — Rev. Dr. J. BALCOM SHAW, Pastor of the West End Presbyterian Church, New York City.

THE most remarkable, ingenious and inspiring motor ever yet devised upon this planet. — FRANCES E. WILLARD, President National Women's Christian Temperance Union.

It's a good thing; push it along. — *The Public.*

A GREAT curse has been inflicted upon the people of this country because of the present bicycle craze, and if a halt is not called soon, seventy-five per cent. of the cyclists will be an army of invalids within the next ten years. — *Woman's Rescue League Circular.*

IF YOUR communication does not appear in the L. A. W. BULLETIN during the two weeks next succeeding its disappearance, you should write us again. If that does not produce results you may infer that we are otherwise engaged.

There're microbes in our bills, so we
Poor souls who have n't nary a
One left, are glad, for we shan't be
Distressed with "greenbacteria."



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

World Cycles

... HAVE WINNING WAYS ...

European Mile Record broken by **John S. Johnson**,
from 1.53 2-5 to 1.46, on 5-lap track.

Ray McDonald won the Mile International at Brussels; also, Mile Open, at Bordeaux.

George Rupert won the Mile Collegiate Championship; also, lowered the Two Mile Collegiate record at Harvard.

Jay Eaton won 14 firsts, 3 seconds and 3 thirds, at Chicago Indoor Meet; he also lowered the Mile and Half Mile World's Records for Indoor Track.

AGENTS:
They are Easy Sellers — We can Deliver Quick.

ARNOLD, SCHWINN & Co.

CHICAGO, ILL.

OHIO GUIDE BOARD LAW.

Passed April 27th, 1896.

TO AMEND SECTION 4734 OF THE REVISED STATUTES OF OHIO.

SECTION 1. Be it enacted by the General Assembly of the State of Ohio, that Section 4734 of the Revised Statutes be amended so as to read as follows:

Section 4734. The township trustees shall cause to be erected and kept in repair, at the expense of the township, at all intersections of the public ways of the township which lead to any city, town or village, depot, or other important place or road, a post and guide boards, displaying in legible letters, the name, and indicating the direction and distance to all such places to which each of said roads leads.

Upon presentation to one of the trustees of a petition signed by ten freeholders, electors of the township, asking for the erection of a post and guide boards at any designated intersection of the public ways of such township, and naming the inscription desired thereon, the trustees shall forthwith cause the same to be erected; and failing or neglecting to do so for the period of sixty days, the petitioner may cause the same to be erected and collect the cost thereof, not exceeding five dollars for each post so erected, from the township trustees.

SECTION 2. This act shall take effect and be in force from and after its passage.

THE MASSACHUSETTS BICYCLE LAW.

ACTS, 1864.

CHAPTER 479.

SECTION 1. Whoever, without the permit provided for in section three of this act, rides in a public highway or town way, street, square or park, a bicycle or tricycle at a rate of speed exceeding ten miles an hour, or rides such machine on a sidewalk, or rides such machine in the streets, squares or parks of any city when the same is not provided with a suitable alarm bell adapted for use by the rider, or after sunset rides the same in any public way, square or park, whether without or within the limits of a city, when such machine is not provided with such suitable alarm bell, shall be punished by fine not exceeding twenty dollars for each offence, and shall be further liable for all damages occasioned to any person by such unlawful act.

SEC. 2. The term "sidewalk," as used in this act, shall mean any sidewalk laid out as such by a city, town or fire district, and any walk in a city or village which is reserved by custom for the use of pedestrians, or which has been specially prepared for their use. It shall not include cross walks, nor shall it include footpaths on portions of public highways outside of the thickly settled parts of cities and towns which are worn only by travel and are not improved by such cities or towns or by abutters. The terms "bicycle," and "tricycle," as used in this act, shall be deemed to include all vehicles pro-

The Trump Cyclometer

The Most Perfect Recorder Made
for Bicycles.

NEAT
—
NATTY
—
NOISELESS
—
CAN BE
SEEN AT
A GLANCE
FROM THE
SADDLE



REGISTERS
10,000
MILES
BY TENTHS
—
WEIGHS
LESS THAN
2 OZ.
—
Water Proof
—
Dust Proof

Retail Price \$1.50.

Send for Catalogue which contains other
wheel novelties.

THE WATERBURY WATCH CO.

WATERBURY, CONN.

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which
is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

• • • •

ELLIOTT CHEMICAL WORKS,

NEWTON, MASS.

pelled by the person riding the same, by foot or hand power. The terms "park," and "square," as used in this act, shall not include any spaces under the control of park commissioners, or of a park board or a special park department of a town or city having power to make regulations relative to such spaces, and this act shall not in any way abridge the powers of such commissioners, board or department.

SEC. 3. The mayor of a city or selectmen of a town may in their discretion, upon any special occasion, grant permits to any person or persons to ride such machines, during a specified time, upon specified portions of the public ways of such city or town, at any rate of speed; and may annex such other reasonable conditions to such permits as they shall deem proper. The city council of a city and the selectmen of a town may also, under such conditions as they deem proper, permit the use of velocipedes or other similar machines by children on any sidewalk in any public way, square or park in such city or town.

SEC. 4. Proceedings for the enforcement of the penalties imposed by this act shall be instituted within sixty days from the time the offence is committed.

SEC. 5. No city or town shall have any power to make any ordinance, by-law or regulation respecting the use of bicycles or tricycles, except as provided in section three of this act; and, except as provided in said section three, no ordinance, by-law

or regulation heretofore or hereafter made by a city or town in respect to bicycles or tricycles shall have any force or effect.

Approved June 14, 1894.

A SOFT ANSWER.

When I. B. Potter was speaking before the senate committee last winter, on the Armstrong bill, a dignified old gentleman interrupted him with the following question:

"How soon will you wheelmen ask us to carry wagons as baggage?"

Potter is a hard man to down, and his presence of mind didn't desert him on this occasion; he dumfounded the old gentleman and amused the spectators by promptly replying, "Whenever you take horses as passengers."

A NEW YORK member writes, "It is not wise to carry a tube of cement in the tool bag, as it is liable to be crushed, and then, what a mess it does make! (I speak feelingly). I carry a few repair plugs, a tube of cement, and a small metal flask of alcohol in my saddle post, keeping all in place with a plug of cheese cloth; the cloth and alcohol come in handy to clean fingers after plugging."

FRENCH pacemakers are wroth at the intervention of the electrical tandem, which deprives them of their occupation.

**PUNCTURE
PROOF
BICYCLE
TIRE**



**OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY**

**NO PUNCTURES
TO REPAIR**

Catalogue and Sample section of Tire free
upon application. Address
THE PUNCTURE PROOF TIRE CO., Quincy, Ill.

THE ROYAL PURPLE.

Everyone should display the League's official color in one way or another.

This should be done for two reasons. It will show who are members of the L. A. W. and who are not.

One of these reasons is as strong as the other. The League doesn't care to retain any member who does not properly behave himself. It does not like to be censured for the doings of those who are not members.

The League color would show to which class the blame for doing wrong things, and the credit for doing right things should attach.

In some manner make it manifest that you are a League member, and by your behavior you will pleasantly advertise the organization and make friends for it. Don't be ashamed of your colors and don't make them ashamed of you.

TRUSTS aren't permitted in England, but a Liverpool is.

MARRIED men know more about the United States than single ones do.

CRASH suits for wheelmen of the "smart set" are becoming popular in the larger cities.

ALTHOUGH the bicycle is never fatigued it does not run well until it is two-tired.

The Little Wonder! A New Cyclometer!

A NOVEL PROPOSITION TO RIDERS:

Ten thousand miles, independent adjustable trip dial and fractional mile dial, all in an instrument weighing **two ounces**, and in size as **small as the smallest made**. Guaranteed to be superior to any other make, or money refunded, and the purchaser to be the judge.



The Climax Special Ten Thousand Mile Cyclometer

TWO THIRDS SIZE.

A Marvel and Midget in Size and Weight.
A Beauty in Design and Appearance.
A Giant in Strength and Durability.
A Wonder of Completeness, Perfection and Accuracy.
Attached to the Right Side of the Wheel.

Price, \$1.50

With Independent
Adjustable Trip
Indicator and
Fractional Mile Dial.

Any rider having a cyclometer can trade his instrument for ours, and we will allow very liberally for the old cyclometer, set ours to the number of miles indicated by his, and allow him to try it thoroughly; should the same not prove satisfactory, we will refund the money and return the old cyclometer promptly.

If you want the most serviceable and neatest cyclometer, write for a circular and terms, and we know you will not regret it.

SCHLESINGER & YEOMANS MFG. CO.

Mention
L. A. W. Bulletin.

**125-137 Rees Street,
Chicago, Ill.**

A Sure Proof.

How can you tell a mushroom from a toadstool? Easy matter.

Just eat it; if it kills you then you'll know it is the latter.

OF INTEREST TO ILLINOIS MEMBERS.

MR. FRANK A. MELTON, Rio, Ill.:

Dear Sir,—On examination of the BULLETIN of July 17th, I found a letter written by you to our national secretary. You ask, "What do I get for my dollar?" For your benefit I will state that I am very sorry that you were unable to attend our 13th annual meeting, held in the city of Peoria, June 25, 26 and 27. If you had had the pleasure of attending this glorious meeting you could not consistently ask, "What do I get for my dollar?" At the Peoria meeting to League members only were accorded the privileges free of charge. No one could receive the benefits except on presentation of his membership card. I had headquarters in the clubhouse of the Peoria Bicycle Club, and every one desiring the benefits called there and registered and presented to me his L. A. W. ticket, and for his L. A. W. ticket he received a coupon ticket which admitted him to sixteen different entertainments, etc. The coupon entitled the holder to a souvenir of the meeting, which was a very handsome one, admission to a moonlight boat excursion, admission to all the bicycle factories, with a guide to show you through them, banquet, smoker and many other things too numerous to mention. At that meeting



THE MATCHLESS
"STEEL GENDRON"

THOUSANDS BUY IT!
THOUSANDS RIDE IT!
THOUSANDS PRAISE IT!

Many bicycles are found wanting, but the "STEEL GENDRON" never disappoints.

"Reliance" Bicycles are better than most high grade wheels.

OUR CATALOGUE FREE.

Gendron Wheel Co.
TOLEDO, OHIO.

THE HARDY CYCLE COMPANY

Are now offering
the 1897 Model of the

"Hardy" and "Lady Hardy"

BUILT FOR "COMFORT."



Write for Catalogue, illustrating the "SUSPENSION BICYCLE,"

To 42-48 W. 67th Street, New York.

BUFFALO COURIER COASTING CHALLENGE CUP

... WON AN ORIENT

[COPY OF TELEGRAM.] JULY 18.

WALTHAM, Mass., July 25, 1896.

WALTHAM MFG. CO.,
240 Broadway, New York:
Orient wins Coasting Contest at Cottage City
Meet, 30 starters.

WALTHAM MFG. CO.

THEY LEAD THE LEADERS!

The WALTHAM MFG. CO.

240 Broadway,

Factory, Waltham, Mass.

NEW YORK.

Trenton
Cyclometers

are best, and quality considered, are
the cheapest. Made of aluminum.

Three Models
for 1896

Model A registers 1,000 miles and re-
peats, weight, 2½ oz. Price \$1.00.

Model B registers 10,000 miles and re-
peats, weight, 3¼ oz. Price \$1.50.

Model C registers 10,000 miles and repeats, weight, 1½ oz. Price, \$1.75.



TRENTON WATCH COMPANY,

TRENTON, N. J.

I had the pleasure of receiving 243 new applications. Why did I receive them? For the reason that it was cheaper to be a member of the L. A. W. than to pay for admission to these several entertainments. The cost of these entertainments would have been about \$10.00, and anyone who attended our 13th annual meeting could not go home and ask the question, "What did I get for my dollar?" The question asked by members of the L. A. W. there was, "What *don't* I get for my dollar?" I trust that you may have the pleasure of attending our 14th annual meeting, and if you do, and I am still secretary of this division, you will find that it will be run in the same manner that our Peoria meeting was. For your \$1.00 a year you receive a L. A. W. BULLETIN. Every member of this organization is allowed to insure his wheel in the American Wheelmen's Protective Association for one half the price that the non-League member gets it for. You have the knowledge of knowing that you are helping along a good cause, that your dollar a year is going to improve the public highways of the State of Illinois, and that it is also going to induce the railroad companies to carry bicycles as baggage. I will affirm your statement that at the 12th annual meeting of the Illinois division there was not a single privilege given to L. A. W. members. I also attended this meeting, and through negligence left at home my L. A. W. ticket, but on arriving there I found that it was just as well off at home as it would have been with me. But I will state that had I

been secretary of this division in 1895 you could not ask that question.

Trusting that I may have the pleasure of meeting you some time, and that you will continue to be a member of this organization, I am,

Faternally yours,

Geo. D. LOCKE, Sec.-Treas.

EDITOR L. A. W. BULLETIN:

On page 97 of the BULLETIN of July 17, 1896, there appears a plaintive wail from No. 50,079 concerning the value received for his dollars (he having so far paid in six thereof), and setting forth that he finds no pecuniary benefit whatever accruing from his membership. In one respect I am like No. 50,079, in that I am not at present active in wheeling matters. In fact, I have not ridden ten miles within the last two years, but, nevertheless, you will find my renewal blank well up among the early ones to get "under cover."

It was not with the expectation of realizing on an investment that I forwarded my first two dollars; in fact, I gave no thought as to any possible personal advantage, apart from the prime object of the League's work, namely, the betterment of highways and the fighting for rights of members.

In these two respects I feel I have been more than an hundred fold repaid for my investment.

We of the New York Division can see more than one return for our dollar. The recent victory over

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR 5FF

The H. A. & W. C. KEITH



PRICES.
Providence, R. I.
J. Brockton, Mass.

New Roads and Road Laws

IN THE UNITED STATES,

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 300 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read this book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - - Boston, Mass.

✓ Sent by mail on receipt of \$1.00.

The Hit of the Season.

An Aluminum Fob.

Every cyclist should have one. 57,000 already sold. Mailed for 26 cents.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Special prices to dealers and agents. Makers of Indiana Chain.



the railroads alone is worth many a dollar yearly to an active wheelman, and many a decision has been granted to members in the courts only because we were able, through able counsel, to push our cases vigorously.

I, myself, some three years ago, had ample return for my dollar in the saving of hotel rates during the riding season. Apart from these more personal reasons why one should join the L. A. W., there stands prominently forth, that it is mainly, I might say entirely, due to the League's untiring energy that we wheelmen enjoy many of our present advantages, and the era of sensible road building would have been many years delayed had not the L. A. W. persistently preached the doctrine of Good Roads.

In answer to 50,079's question, I would say, the mere retention of membership in an organization which has done so much for its members' welfare is, in my humble opinion, worth more than the one dollar dues asked.

WM. C. ZINNEL, No. 39,152.

NEW YORK CITY.

A MEMBER of the Rhode Island Division, says of the Illinois member who recently complained of not getting enough for his dollar: "If he was imposed upon the first year and did not get the worth of his money, I conclude he must have been an idiot to continue his subscription the second year, and certainly should not run at large after five years

THE 1896

"SEARCH-LIGHT"

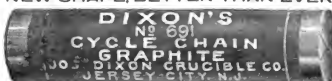
HAS A
RIGID BRACKET
And will not jar out.
The only first-class Bicycle Lantern on the market.
Price \$5.00, delivered free.

Its other exclusive features are: A double grip which attaches to either post or fork, a packed reservoir for either kerosene or naphtha, protected surfaces that cannot tarnish, and a powerful lens. Used by and a great favorite with

CYCLISTS, CANOEISTS, BOAT CLUBS AND CAMPERS.
Equally effective on Carriage Dashboards.

Bridgeport Brass Co., Bridgeport, Conn. Send for Circular No. 72.
Or, 19 Murray St., N.Y.; 85-87 Pearl St., Boston; 17 N. 7th St., Phila.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.



Watch Charm.

Miniature Bicycle Lantern set with colored stops, nickel, silver or gold plate. Watch Chain, facsimile of Bicycle Chain. Price, each, Charm 5c. Watch Chain 10c. complete 15c. Stamps. **Katalog FREE.**

more of such criminal extravagance. He evidently expected at each Meet to have a coach-and-four in attendance; also a special reception tendered him in consideration of the fact that he was an L. A. W. member."

CHANGING OF THE NUMBERS

Will occur next winter, probably in December. It may not be generally known that the numbers from 1 to 100 are held only by those who have been members of the executive committee, so that no member can have a number of two figures unless he has been either president or vice-president of the organization. Although this rule was adopted at the first meeting, in Newport, it is often criticised on the ground that a League number does not necessarily indicate the duration of the membership represented.

The writer held number 2,319, and on being elected president was given number 42. So far as I am concerned I would vote to change the rule. If the question comes up, as the larger number shows where I belong and the smaller one is merely honorary.

Any change would have to be made by the national assembly in February, to take effect later. The present moving down of the numbers will have to be done before that time.

STERLING ELLIOTT.

INTELLIGENT votes make good roads.

Everywhere

In town,
Out of town,
All around the
town:

EVANS'



BICYCLE CLUBS!

Sterling Silver Letters for coat or cap; all ready to attach.

10c. each; 6 for 50c.



McRae & Keeler,
Attleboro, Mass.



**AUTOMATIC
BRAKE FOR
BICYCLES.**

Illustrated Descriptive Circular on Application,
BAILEY MFG. CO., 180 La Salle St., Chicago.

L. A. W. WHEELS INTO CANADA.

The following is taken from the Buffalo (N. Y.) *Sunday Express*. We are pleased to print it entire, as it is a splendid advertisement for the L. A. W., and shows in a graphic manner one of the many advantages in being a member of such a great organization.

"The Canadian Government makes a grand mistake when it places the touring wheelmen and wheelwomen of this country under the annoying necessity of complying with the new regulations as explained in the following clause of an official circular issued during the past week:

"Tourists, *bona fide* members of the L. A. W., who come into Canada with their bicycles (not new), may be entitled to delivery thereof without making the deposit referred to in Memo. No. 812 B, if they will produce and leave with the collector or other officer of customs at the place and time of entrance the certificate or ticket of membership for the present year in said League, and shall fill up and sign, in triplicate, a Collector's Permission (Form C 6), on the face of which shall be written a full description of the bicycle, stating the maker's name, the name or style, and number of the bicycle, and whether it is a man's, woman's or boy's, the retail value of the bicycle, the full name and address of the tourist, with the number of the certificate or ticket of membership, the date within which, and the port where, the bicycle will be re-exported.

"The *Express* has already shown to what extent the regulation is likely to affect the summer resorts and hotels in near-by Canadian towns. Thousands of dollars which would have been spent in those places are barred out by the shortsightedness of the Dominion Government. It is a great mistake, too, to oblige the tourist to produce a ticket of membership in the League of American Wheelmen. If this regulation was based upon allegations made by the L. A. W. (through the Canadian Wheelmen's Association) that that body speaks for and represents the wheelmen of the United States, then the Canadian Government has been imposed on and should rectify the error into which it has been led. The voice of the L. A. W. is not the voice of the wheelmen and wheelwomen of this country. There are not more than 10,000 members of the League in the whole State of New York, and only about 40,000 in the United States. In Buffalo the membership is only 1,000, or about one-fiftieth of the active bicyclists in the city. It is a scattered membership, drawn from all sources. The bicycle clubs are not members of the League as clubs, although there are many

members of all the clubs in the city wearing the badge of the L. A. W. Many of these are women and others not likely to spend much money touring. But there are 50,000 bicyclists in this city alone this year, 49,000 of whom are debarred from entering Canada with their wheels unless they deposit the full amount of a duty of 30 per cent. when they enter the country and have to wait the pleasure of the Canadian customs officials for the return of their money after they have satisfied those guardians of the law that the same wheel has been returned. If the L. A. W. is responsible for this reprehensible bit of class legislation it has been guilty of assuming altogether too much, and by so doing, of placing the vast majority of riders in this part of the State in an annoying and embarrassing predicament. The hotel men and other interested Canadians undoubtedly could have secured broader concessions, but governments move slowly and there is little probability of the law being modified this season. Assuming that the L. A. W. is primarily responsible for the introduction of the words "*bona fide* members of the L. A. W." in the quoted circular, it is sincerely to be hoped that the League will exercise that modesty which should mark the conduct of the tail of the procession and refrain from an assumption of the right to speak for the great army of bicyclists, in Buffalo at least, in matters of the kind to which we refer. The local officials of the L. A. W. are enthusiastic wheelmen and do the best they know how for the interests of their League, but the large body of wheelmen and wheelwomen who do not care a fig for the League, object to being coerced into membership therein in order to secure privileges to which they should have as good a right as if they belonged to the L. A. W."

The writer of the above does not seem to have grasped the magnificent situation at all. The Canadian customs authorities are not "discriminating" against the non-League member, and it cannot be so considered.

There is a law in Canada which calls for the payment of duty on certain goods which are brought into that country from the United States. Now, when any article is taken over the line temporarily and is to be brought back again, instead of being sold in Canada, no duty is charged. Of course not; but how does the officer know that the bicycle will be brought back? He *doesn't* know; and so, to make sure, the tourist is asked to deposit the amount he *would* owe the government if he *didn't* fetch the

13 CLEAN YOUR BICYCLES with "Three in One."
Prevents tarnishing and rusting. Polishes the frame. The only
lubricant for chain and bearings. Never gums; clean to use.
Ask your dealer for it, or send 10 cents for sample in a Star Nickel
Oil Can. G. W. COLE & CO., 111 Broadway, New York.

PRIZE MEDALS JOHN HARRIOTT 3 WINTER ST. BOSTON, MASS. **PINS**

FOR 50 CENTS I will send you the receipt for a RELIABLE
PUNCTURE-PROOF COUPOND. . . .
Materials cost little at any drug store.

Do not send stamps. Address F. R. BILL, 124 Harbor St., Cleveland, O.

SITUATION WANTED. A young man, aged 20, engraver by trade, but willing to do other work (All references), is looking for an engagement. Wants to get in with a good house where he can demonstrate his willingness to do right and plenty of it. Address, C. FRANK ESSEX, Chestnut street and Glenmore avenue, Brooklyn, N. Y.

STOLEN. From Franklin House, Lawrence, Mass., on Tuesday, Aug. 4, a Keating; model, 1895; No. 13,635. Please notify owner, A. F. GREENLEAF, Haverhill, Mass.

STOLEN. Aug. 4, from Whitman Mills, New Bedford, Mass., a Transit bicycle; No. 1,760; painted dark red. Notify Wm. H. WINSLOW, 80 Morgan street, New Bedford.

wheel back with him, and this is refunded to him when the wheel is returned.

The assurance asked for by Canada is put in the shape of dollars, as being the simplest and surest sort of a guarantee which a stranger could give. To avoid the inconvenience of the cash system, the League of American Wheelmen has filed a satisfactory bond with the customs authorities of Canada, so that when a member of this organization wishes to go over the line with his wheel he is vouched for in advance, and any failure on his part to return the wheel would be made good from the League treasury. This may be "discrimination," but the publisher of the *Buffalo Express* could, no doubt, make the same arrangement in behalf of his employees, if he chose to do so. All the customs officers want is security, and in this case it is furnished by the L. A. W. for the benefit of its members. Wheelmen are not "coerced" into joining the League any more than they are coerced into insuring their houses against fire. The League of American Wheelmen is a powerful organization, and it is destined to become a hundred times more so. It is also true that many wheelmen in Buffalo and elsewhere "do not care a fig for the League;" but this only proves that they have something to learn. There were a great many people who did not care a fig for Noah's ark, and it is reported that even while he was giving it the last coat of tar, they stood around and mocked him, and laughed a coarse, brutal laugh, saying that they "did not think it would be much of a shower, anyhow;" but there came a time when they would have paid an initiation fee of more than two dollars to have been in it.

The difference (or, at least, one of the differences)

KIRKWOOD FITS BOYS FOR BUSINESS COLLEGE
WEST POINT OR ANnapolis.
FIFTEENTH YEAR. **MILITARY ACADEMY**

Thirteen miles from St. Louis; near the far-famed Meramec Highlands, and close to the Meramec river, which affords fine boating. Fine roads for bicycling. For catalog, address

EDWARD A. HAIGHT, Supt. KIRKWOOD, MO.
Mention L. A. W. Bulletin.

HOW BICYCLES ARE MADE
Tools and Processes.
AMERICAN MACHINIST,

256 Broadway, New York.

Publish more matter on this subject than any other publication. Write to them

IF YOU DON'T (We do)
Like the L. A. W. BULLETIN, try
GAMELAND,

The tourist wheelman's illustrated magazine. TRY IT, ANYHOW. It costs One Dollar per year. L. A. W. members can have it for fifty cents—half price,—provided their membership number is given when subscribing. Send for a free sample. L. A. W. 95,032 publishes it.
GAMELAND PUBLISHING CO., 277 Broadway, New York.

STOLEN. From Phelps, N. Y., July 31, 1896, one 1895 Victor bicycle, No. 9,985. The thief is in Utica. F. H. WISSELL, L. A. W. No. 14,500.

between the ark and the League is that you can join the latter any time, and another difference is that the membership is not limited, and instead of taking them in in pairs we take them by thousands.

BEST TWO IN THREE.

In a race at Highland Falls, N. Y., the prize was to go to the rider who won two of three heats. There were four starters. The winner of the first heat broke his wheel after he crossed the tape and did not start in the second heat, but the man who took second place in the first heat won the second heat, and was awarded the race on the ground that he crossed the tape twice, ahead of the others. We are asked for an opinion, and would say that the man who comes in second in a heat cannot be the winner of it unless the first is disqualified; and as the winner of the second heat was not the winner of any other, he could not, under the terms of the race, be given the prize. One or more additional heats should have been run.

AFTER all, good clear, cool water treats the wheelman and his stomach better than any other drink. Another thing that cyclists should remember is that cigarette smoking and bicycle riding must not go together. A cigarette smoker will find that it requires more exertion for him to ride a fine, well-gear, well-oiled machine than it does for a non-cigarette-smoking rider to push an old-fashioned, rusty, out-of-date machine. The "coffin nails" destroy a man's wind and make a small exertion tire him very greatly. — *Memphis Commercial Appeal*.

HE who rides best may not ride most.

LAY OF A NEW JERSEY WHEELMAN.

WM. H. CORY.

To puncture your tires,
By tacks, glass or briars,
Is not in the scope of my meter,
But the puncture that tires
And no 'stickem' requires,
Is that of the New Jersey skeeter.

CAMDEN, N. J.

No. 117,359.

EDITOR L. A. W. BULLETIN:

The position of the bicycle in the public mind has, from the outset, been peculiar. At first condemned, now endured, the time is close at hand when it will be embraced and admitted by all, users and non-users alike, to be one of the most useful and beneficent of modern inventions. Wheelmen should be jealous of its honor; they should be circumspect and tactful in their treatment of its enemies, and above all else, they should avoid everything which looks like a demand for special privileges. Nothing will so certainly increase the resentment of active, and arouse that of passive, enemies, or alienate the good will of friends and well-wishers outside of the immediate ranks of the wheelmen, as the assumption that they are entitled to unusual and extraordinary consideration.

Another bad thing about the side path is that it will be the means of segregating the wheelmen into an exclusive, and I fear odious, class, and of destroying their usefulness as advocates of highway improvement. Let us be discreet; let us go out into the roads when we want to ride; they will do until we get better ones; let us prove to the occasional farmer who eyes us askance, and, perhaps, tries to run us down, that we are ladies and gentlemen, and know how to be courteous while we are firm in maintaining our rights. Let each wheelman become an apostle of the Good Roads movement! Talk it; write it, and best of all, vote it! To do so persistently means ultimate success; to demand special privileges mean defeat and discomfiture.

C. H. NETTELS, No. 93,609.

TOPEKA, KAN.

EDITOR L. A. W. BULLETIN:

Permit me to make a remark on one of the subjects shown in *our* BULLETIN for July 17, regarding the Women's Rescue League.

Under the heading "Women and the Wheel," will be found some of the most ridiculous remarks that could possibly be made concerning the evil effects derived from riding a wheel.

I desire to call attention especially to Note 2d, under above heading, reading as follows: "A great curse has been inflicted upon the people of this country because of the present bicycle craze, and if a halt is not called soon, seventy-five per cent. of the cyclists will be an army of invalids within the next ten years." The person that wrote that "bosh" could never have ridden a wheel.

What *was* intended, no doubt, was this: "A great blessing has fallen upon the majority of the pleasure-loving public of this country because of the bicycle,

and if the rest of the old fogies do not fall into line soon, ninety-nine per cent. of them will never know what it is to *strictly* enjoy life, but will be subject to all the ills common to mankind, also many ills that have never been heard of before, and will die old maids, shrunken, shriveled and deserted by their best friends." Something of that sort would have been more to the point; don't you think?

No. 113,668.

The Indian sits down to his Indian meal,
Consisting of fruit, Indian pudding and veal,
But of all the fruit he puts under his vest,
He considers the Indianapolis best.

THE average locomotive runs about 500,000 "train miles" during its lifetime. If it had to travel some of the roads and streets bicycles do it would be ready for the junk shop before it could go far.

TACK-THROWERS are not very numerous now. The "joke" of puncturing tires doesn't seem so funny to the joker when he has to pay a big fine or go to jail. Every such enemy to wheeling should be prosecuted to the full extent of the law, and the law should be made sufficiently extensive.

"Look out for the breakers" is not a good watchword for cyclists; it's the non-breakers that cause the most apprehension.

"This world is all a fleeting show,
For man's amusement given,
But he has little time to 'see the show'
When he has to earn his liv'n."

IS THERE something about bicycling that makes a man a kicker?

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say the notice was seen in the *L. A. W. BULLETIN* it will be appreciated by us as well as the manufacturer.

Robin Hood.

In a very ample and artistic catalogue, with a beautiful cover-page in green and red, the McDaniel & Merrihew Cycle Mfg. Co., Wilmington, Del., pleasantly describes the "Robin Hood" and "Maid Marian" cycles.

Owen.

The Owen Manufacturing Co., New London, Conn., describes the "Owen" cycle in a pretty 32-page catalogue, with a front cover design which, though not original, is none the less attractive. All in all, the catalogue is handsome.

Cycle Saddles.

The Graton & Knight Mfg. Co., Worcester, Mass., has issued a compact little catalogue of twelve pages, regarding saddles manufactured by them.

Rank Injustice.

The man who sells six onions for a nickel cannot thrive; It's plain enough that no one ought to give six cents for five.

PORT JERVIS TO PHILADELPHIA.

EDITOR L. A. W. BULLETIN:

Port Jervis to Bushkill the road is all that can be asked for; if you stop at Bushkill go to Ed. Peters' House. Bushkill to Water Gap, go by Shawnee and not by Stroudsburg. The road has some hills and some bad spots, but it is not very bad. Water Gap to Easton, go on the train; I went down Pennsylvania side to Myers Ferry, and then crossed to Jersey; found the road good to two miles below Manunka Chunk, then only fair into Belvidere; then simply vile all the way to Easton. Local riders told me that both sides of the river were alike. Easton to Bethlehem can be ridden if weather has not been too rainy. Bethlehem to Allentown and on to Philadelphia is a delightful ride; some poor spots where township roads connect the different turnpikes, but not appreciably bad.

No. 109,067.

THE "TOWPATH WHEELWAY."

A writer in the *Indianapolis News*, in speaking of a new cycle path, makes us want to see it, as follows:

"There is no dust or sight of rushing trains or noise of rattling wagons, only the dip of oars guiding some boat that glides by beside you or the musical rumble of a passing wheel. At sunset, as the falling rays break through the underbrush and tinge the waters of the river and canal, and glow on the tops of the trees, the scene is without parallel for simple beauty. One should stop at the middle of the course where the bicycle racks are placed, go down the long, easy stairs to the water's edge, and take a drink of the fresh, cool waters of the spring which has been known only to a few these long years, but from which bubbles up a great stream of the sweetest spring water.

"And don't scorch along the path. In the first place, it is prohibited, and in the second place, it is a sacrilege to 'shoot' by such scenery and fail to catch its beauty. Take it quietly and in a civilized way, as though you had an eye for something beside the road before you. There is no excuse for centering your vision on the road because it is perfect and smooth as a floor and will not rise up and smite you as is the habit of country roads with ruts."

A wheel (now this is all a joke),
Once to a fellow member spoke,
"I'm tired, but I do not care,
So long as they will give me air."

By THE completion of new cycle paths in New Jersey, wheelmen of Philadelphia may now make century runs to Cape May.

A MEMBER writes that the charge last year for carrying a wheel from New York City to Bridgeport, Conn., was thirty cents. This year, with the Armstrong law, the charge is the same. The charge from Greenwich to Bridgeport is twenty cents. Greenwich is the boundary line between New York and Connecticut. "When I asked the baggage agent why they charged ten cents more from New York to Bridgeport than they did from Greenwich to Bridgeport, he replied that I could save the ten cents if I got out at Greenwich and re-checked my wheel to Bridgeport. As I do not care to do that, the New Haven & Hartford railroad are paid ten cents more each time I go up than they have the legal right to demand."

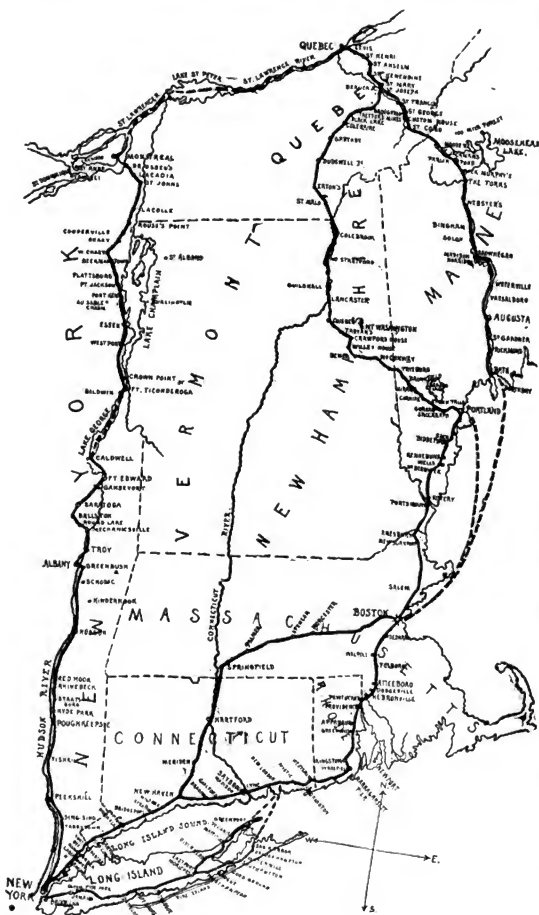
Writing of baggage-men, a Philadelphia member says, "They generally have plenty to look after, and are only human. Recently going down the Baltimore & Ohio, I saw ten bicycles in one car, and only one had any tag or check on; yet they were to be put off at different stations, and the owners expected the baggage-man to take care of them, and pick out the right one at the station. When he said to me, 'If you men would only put a tag on your wheel with the station marked, it would help me,' I thought he was right; so, fellow members, tag your wheels."

H. M. K., Philadelphia, writes complainingly of drivers who try to injure cyclists, and of cyclists who do not stand together for the prosecution of such. If wheelmen would assist each other in bringing all offenders to justice, the evil would soon be lessened. Any League member who will not stand by his deserving brother in need is not worthy to wear the badge of membership. Do right, and insist on others doing so. This correspondent also says that cyclists who dismount in passing every team must get plenty of exercise, or else reside where horses are few and far between.

ON THE night of July 3rd a party of ten Brooklyn wheelmen were caught in a rainstorm on a Long Island roadway. The first friendly light that invited them out of the storm, chanced to be that in the summer home of Henry C. Saffen, clerk of King's county. He warmly welcomed the cyclists, and with bounteous provision for the inner man, and song and laughter, a delightful hour was passed. His well-known hospitality was remembered by his guests, who later wrote him a letter, of which the closing paragraph was: "As we never want you to be caught in a storm without a kind friend close at hand, we chipped in the other night, and send you by express a protector in the shape of an umbrella as a small token of our appreciation and gratitude."

Your road so build and shape and drain
That you can use it in the rain.

In August, when you go to ride,
Why, look out for the shady side.



THE above map shows the popular wheeling routes between New York, Boston, White Mountains, and Canada. Many other points of interest are indicated. By a study of the routes given, many intending tourists will be enabled to determine the desired course to choose for an extended outing.

A great number of wheelmen are going to Canada this summer, and the map given herewith must serve as an answer to many inquiries regarding the best route thereto. Canada is said to be a charming place for a wheel outing, its roads averaging from good to excellent. The arrangement perfected between the L. A. W. and the Canadian government, whereby the wheels of League members are admitted free of duty, has been an incentive for many wheelmen to "cross the line," who, otherwise, would not have done so. Not the least enjoyable features of this trip are the routes which leads one by the White Mountains or Lake George. In fact, there are no dreary desert stretches to be traversed solely for the enjoyment of finding oases beyond.



In the BULLETIN of July 3rd. appears a letter from No. 81,035 describing a trip from New York to Washington. He dubs the road from Kennett Square to Baltimore "abominable," and even at that he is highly complimentary.

Two others of us started the same day and made the same trip, going the entire distance, however, on our wheels. There are some wheelmen confident of their own ability, who will say when they read Mr. Maxson's article, "He took the word of the 'old residents' who don't know anything about cycling; therefore the roads may not be so bad as he thinks." It is for the benefit of those who are still inclined to try that road on that supposition that I am impelled to write this. If you must go by wheel from Philadelphia to Baltimore, go some other way than that designated "Route 29" in the Road Book. Any other road must be as good, and probably is better.

As to the road from Baltimore to Washington, I can readily see why a man accustomed to smooth pavements and hard country roads should think it not worth the trouble to ride it. However, we allowed ourselves to forget the bad spots in the way, and remembered the beautiful country through which we were passing (for it is beautiful, and with good wheeling would be one of the most popular trips in our broad land); and when we overtook a young lady pushing a wheel with a flat tire, we congratulated ourselves that we did not have a puncture and felt correspondingly happy.

There are many cyclists who would enjoy a trip into our nation's capital, but they must be enthusiastic wheelmen and enthusiastic lovers of nature; so, unless you are both of these, go somewhere else for your tour.

PAUL P. LYON.

SISTERSVILLE, W. VA.

FROM BOSTON TO WHITE MOUNTAINS.

EDITOR L. A. W. BULLETIN:

The following is a very good route between Boston and the White Mountains.

This takes in the entire Mountains going via Franconia Notch, and returning via Crawford Notch and across the lake. There are several short side rides that should be taken, north of Plymouth.

Walk down the Profile Mountains.

Boston to Medford, 7; Winchester, 3; Woburn, 3; Burlington, 3; Billerica, 6; Lowell, 7; No. Chelmsford, 4; Tyngsboro, 7; Nashua, 8; Merrimac, 8; Manchester, 10; cross river; follow telegraph poles to Suncook, 10; Pembroke, 2; Con-

cord, 6; West Concord, 3; Penacook, 7; Boscawen, 10; No. Boscawen, 2; Franklin, 6; Tilton, 4; East Tilton, 2; Laconia, 2; Lakeport, 1; Weirs, 3; Meredith, 5; Ashland, 10; Plymouth, 6; Blairs, 4; Campton, 6; Thornton, 6; No. Woodstock, 6; Flume, 5; Whitehouse's Mill, 1; Profile House, 4; Franconia, 6; Maplewood, 2; (Bethlehem, 4, hilly) Fabyans, 4; (Mt. Washington, Glen, Jackson, No. Conway;) Crawford, No. Conway, Conway, 6; Madison, 6; West Ossipee, 4; Bear Camp, 3; Center Ossipee, 3; Ossipee, 6; No. Wakefield, 5; Wakefield, 5; Wolfboro Junction, 1; Brookfield, 6; Fernald's, 3; Wolfboro on Lake; take steamer to Weirs.

No. 99,713.

MINNEAPOLIS TO CHICAGO.

EDITOR L. A. W. BULLETIN:

Here is a route from Minneapolis to Chicago, via Northfield and Austin, outlined by road race committee to secure good roads at the expense of the distance:

Park ave. and Lake st., Minneapolis, to Summit ave., St. Paul; to High Bridge, Westcott, Farmington; to Northfield (50 miles from Minneapolis), Faribault, (64 m.) Owatonna, (79 m.) Austin, (111 m.) Lyle, Minn., (123 m.) to Plymouth, Iowa, (144 m.) Mason City, (151 m.) Nora Junction, (161 m.) Charles City, (179 m.) New Hampton, (198 m.) Postville, (243 m.) McGregor, Iowa, (267 m.) to Prairie du Chien, Wis., (270 m.) Boscobel, (298 m.) Lone Rock, (325 m.) Madison, (368 m.) Janesville, Wis., (407 m.) to Harvard, Ill., (444 m.) Elgin, (468 m.) to Chicago (504 m.)

This can be shortened 22 miles by going from Lyle (34 m.) to Charles City, via Osage, Ia. Distances are via C., M. & St. P. R. R. It can be shortened about 100 miles by going from Westcott, Minn., to Boscobel, Wis., via Rich Valley, Hampton, New Frier, Cannon Junc., Red Wing, down the river to La Crosse, Wis., Lynxville, Steuben, to Boscobel.

Wisconsin has no road map, but that of Minnesota covers territory within 40 miles of Madison.

No. 73,950.

A MEMBER writes that roads and side paths about St. Joe and Benton Harbor, Mich., are good, but the road to Paw Paw Lake is very bad. Plenty of gravel in the hills, but the farmers haven't the disposition to mend their ways. Hundreds of Chicago wheelmen visit this section.

Many men of many minds,
Many wheels of many kinds.

A PHILADELPHIA member writes: "I have heard some people say they could make 'time fly,' but I made a century run."

WHEELMEN are no longer permitted to ride on the sidewalks of Massapequa, L. I. Don't you try it. You'll be arrested if you do.



**OWN UP WILLIE -
TELL ME WHERE YOU'VE HIDDEN**

MAMA'S

Flashskin

FLASHSKIN

Write to Thorndyke

For a "skin" for your "bike,"

And make it as bright as the sun;

'T will show you in a minute

Just what there this in it—

A wipe and a polish, and it's done.

Every virtue known to pastes, polish, powders and
chamois skins have been rolled into one and called
Flashskin, which is a polishing cloth, half a yard
square. Handy for the pocket; no corks to draw or
bottles to break. Pastes, powders and chamois skins
are prehistoric polishers when compared with this
bright burnisher



IF YOUR DEALER HAS NOT IT, WRITE

"FLASHSKIN"

98-100 Bleecker St., New York.

2 FLASHSKINS FOR A QUARTER

THE MORNING GATES.

Each golden dawn presents two gates
That open to the day;
Through one a path of joy awaits,
Through one a weary way.
Choose well, for by that choice is willed
If ye shall be distressed
At eve or find a twilight filled
With love and peace and rest.

WHY NOT DO RIGHT?

Not simply keep out of jail, but "do unto others," having in mind some idea of the manner in which you would have them "do unto you."

Of course history records a few cases of men who have accumulated large sums of money (sometimes referred to by the thoughtless as "success,") and who were at the same time thoroughly and more or less uniformly mean; but it is equally true that the greater portion of the more civilized inhabitants of the earth are good people.

Some men are born mean, but very few accumulate meanness, and none have meanness "thrust upon them." It is no uncommon thing to see real good people who were born of mean parents, but it is extremely rare that good parents do not produce young which are a credit to them.

Everything "brings forth after its kind," but there seems to be a hopeful tendency toward better kinds, which makes us look all the more closely at the isolated instances of meanness, such as is recorded in the following, from a recent issue of the *New York World*:

"George Stanton Floyd-Jones, of Massapequa, L. I., built a rest for cyclists and drivers just in front of his grounds there. He put up a poetic invitation to travelers to rest and drink. The people passing that way enjoyed the place freely, and hundreds of cyclists found it a pleasant place to rest and eat their lunches.

"But some ungentlemanly wheelmen swarmed over the sidewalks and got in the way of the villagers. Then Mr. Floyd-



Jones posted up a notice requesting them to keep to the roadway and not disturb passersby. These signs were torn down and the rest was partially wrecked. Now Mr. Floyd-Jones threatens to remove the building altogether and will prosecute the men who destroyed the property."

It pleases us to say that one appreciative wheelman sent us a photograph of the "Cyclist's Rest," some days ago, and the following pleasant words:

"Through the generosity and public spirit of Mr. G. Stanton Floyd-Jones, a resident of Massapequa, L. I., a pump has

been placed at the roadside for the use of wheelmen and travelers.

"Above the pump are sign boards showing the distance to the different villages; also a board with the following verse which explains itself:

"Stay, weary traveler, rest awhile;
No languish this, nor merry feast;
But here will flow at thy desire
Pure water for both man and beast."

"A glass for 'man' and a trough for 'beast' complete the outfit.

"Beneath the trees surrounding the pump have been erected seats, and a rack for wheels. As the name of the benefactor does not appear in any place, it seems but fair that the wheelmen, who so freely use the pure cold water, should know to whom the praise is due."

TEACHING THE JUDGES.

Mr. W. T. Robertson, chief consul of the District of Columbia Division, League of American Wheelmen, in his crusade against the police regulations, which he thinks were unjust, is meeting with the success he desires.

On the same day the newspapers contained two accounts of the infraction of laws. One related how a reckless driver ran into a wheelman and injured him severely. He was arrested and in the police court was fined \$1. A few minutes later the same policeman arrested a cyclist for fast riding and the fine imposed on him was \$10, with the threat that the next time it would be \$40.

The wheelmen of the capital of this star-spangled country deserve better treatment at the hands of the officers of the law, and they will get it in every instance where they organize their forces and properly present and defend their cause.

THE proprietor of Hotel Kaaterskill, Kaaterskill, N. Y., has been unjustly censured for charging wheelmen for riding on roads in the hotel grounds. The hotel is in a private park, containing about ten thousand acres, and has many miles of fine roads which cost many thousand of dollars. Some are very steep and, being built into the side of the mountain, are narrow in many places. Cyclists have always been admitted free (although other vehicles are charged toll) until this year, when they came so numerous, and so many insisted on scorching, that driving became dangerous and unpleasant, and a toll of fifteen cents is charged. This keeps out a few, but if we owned the grounds we would put the price up so high a scorcher could n't look over the fence. Or we'd regulate him some other way. But it's too bad all must pay toll because of the improper behavior of the few. The present toll seems to be fully justified.

IN MEXICO they discard the shovel and the hoe, and in the hands of the street cleaners they place bundles of brush with the leaves on, which are used as brooms.

WHITE duck or linen is said to be growing in favor as a material for bicycle costumes for both men and women. It is easy to clean, and is the coolest fabric to be obtained.



THE "COMING" WHEEL.

THE strange, mysterious cycle which "they say" we're sure to see,— The wondrous wheel that never is but always is to be,— Is very slow in coming, but they tell us every year To wait a little longer for they've got it — *pretty near*.

They'll do away with friction, and the gear will be so high, The merest pressure of the foot will make it simply fly. And up the very steepest hill 'twill be a joy to coast; — Don't buy until you see it for they've worked it out — *almost*!

The old time laws of power they have simply set at naught, — They've found a brand new principle, men never dreamed nor thought; They've just a few small details yet they have to figure out And then we'll ride the wonder, for they've got it — *just about*.

SOME POINTERS FOR WHEELMEN.

BY NO. 113.

Perhaps your readers will be interested in a few rambling notes and comments suggested by a recent wheeling trip by two riders, who sought pleasure and comfort rather than the pride of a record, who resolved never to ride more than forty miles in a day, and who had not the least hesitation in taking to the cars or steamer whenever comfort or luxury prompted. A few words, first, concerning conservative and sensible rules for obtaining genuine pleasure from such a trip. Do not go without a brake on your bicycle; scorchers, and those who are eager to part with every ounce of extra weight, may and do claim that back-peddalling and braking with the foot will serve every purpose. Possibly; but a brake is a comfort, if not a necessity, and a great help on such a mountain road as that from the Catskill Mountain house, past "Rip's rock" to the toll-gate; and one of us who had no brake on this trip will surely add one before beginning a similar journey. Again — never ride up a hill if it is easier to walk, no matter who may be looking on. Have a grip made to fit into the frame of your wheel, and carry in it as little as is consistent with your own self-respect and a proper regard for cleanliness and comfort. When you have finished a day's riding, take a sponge bath with cool water and don your extra suit of underclothing for an evening's rest, while those you have worn are airing and drying in preparation for next day's use.

In a recent tour through the Catskills we realized some advantages from our membership in the League of American Wheelmen. Discounts from the regular rates at excellent hotels, given only to those wheelmen who are members of the League; courtesy, cordial welcome, advice concerning roads and substantial help in many ways from a local con-

sul and from brother members,—all these were received and appreciated by us. Why riders of the wheel so often fail to appreciate the advantages of membership in the L. A. W. is a puzzle to us.

All railroads in New York State are now obliged by law to carry bicycles (if accompanied by their owners) without charge. A pleasant railway official at Peekskill told us that the Hudson River railroad had carried three times as many wheelmen since the passage of that law as in any equal length of time before; and that the extra fares thus received far more than paid for the trouble and risk of caring for the wheels. And yet no railroad that we have seen has placed in the baggage-cars the simple and inexpensive appliances which would make it possible to carry bicycles safely and compactly and out of the way of other baggage.

ASPHALT STRIPS FOR WHEELMEN.

The discussion in New York concerning the laying of strips of asphalt on certain streets, for the benefit of wheelmen, brings in an interesting question, viz.: Should the smooth strip of surface be laid in the centre or at the side of the street? Inasmuch as the trucks and all other vehicles will be likely to select this asphaltic panacea when it is located, the wheelmen will probably have to ride on the cobble-stones, anyhow.

What is the matter with making the whole width of the street asphalt?

We earnestly request correspondents to be particular about writing plainly, especially where names and dates are given. Cabalistic caligraphy is never of interest except when at the bottom right hand corner of a good check.

BEWARE of the sun on a hot-day run.

JUST THIS MINUTE.

In the by and by, somewhere or other,
We are going to be so kind, my brother.
At the present time we can only dream it,
But then and there we shall see and seem it.
We are deaf today to the voice of sorrow,
But think of the tears we shall dry, tomorrow!
It will be such joy when we once begin it,
But what are we doing *just this minute!*

A WARM-DAY RUN.

The illustration given herewith shows a number of the Santa Barbara (Cal.) wheelmen on their way to Ventura, the popular outing resort. Southern California is an all-the-year-round paradise for



wheelmen, and the many accounts of their pleasant outings awaken a feeling akin to envy in the breasts of cyclers in less favored divisions. The photograph here reproduced was made by Jacob Erhardt, one of the wheel enthusiasts of the west coast.

A PLEASANT SPOT.

When F. Hopkinson Smith wrote his celebrated "Day at LaGuerre's," he unconsciously conferred a boon on countless bicycle riders who have since spent many happy hours on the banks of the picturesque Bronx. But beautiful as the Bronx is, its many nooks and corners have been so thoroughly explored that the ardent bicyclist whose riding time is somewhat limited sighs for other scenes and new experiences. I venture to say that few riders, even those who have been wandering about New York and its environs for years, know that they can find a place within an hour's ride of 59th street, where they can secure all the joys and comforts of country scene and life that they can get in a whole day's run. Perched high above the glorious old Hudson is an old-time mansion which, I remember in my boyhood, was occupied by the Knapp family—when access to it meant either a long and dusty walk or a drive over miserable country roads.

When I first heard that this old manse, with its tall and massive fluted Colonial portico, had been turned into a hostelry, I felt it to be nothing short

of a desecration, but on visiting it I was forced to believe that it was really a benefit to mankind (wheel-mankind especially), for now instead of one family enjoying the magnificent view, the fresh westerly breezes and glorious sunsets, all who so desire can share in it alike. The old house is a fine specimen of later Colonial architecture and was built, if my memory serves me right, in about 1825 by Mayor Kingsland, after whose death it passed into the Knapp family's hands. It is in the centre of spacious grounds, which slope somewhat precipitously to the Hudson River, and the view from the front veranda, while not very extended, is sublime.

In selecting a name for his place mine host has wisely adhered to one of the traditions of Washington Heights, and has called it the Audubon. It can be reached easily by keeping straight up the Boulevard and 11th avenue to 161st street, turning left through Knapp's lane to the hotel after about two minutes' ride on a fair side path; once inside the grounds you can easily imagine yourself fifty miles away from the city with its heat and noise.

After checking your wheel and possibly regaling the inner man, I would strongly recommend the visitor to walk down the lawn, across the Boulevard Lafayette, to the river, where he can indulge in a fine swim, which is to me one of the chief charms of a visit to the place. After the bath, retrace your steps up the hill and sit down to dinner, served out on one of the piazzas overlooking the river, and I hardly think that any other appetizer is necessary after the swim and climb to do justice to the toothsome viands spread before you.

I have been a bicyclist since the days of wooden high wheels and I have toured all around the city of New York for years, but I have yet to find a place that suited my fancy as has the Audubon. I know it is the custom among many wheelmen to keep to themselves the whereabouts of any especially attractive place that they may have discovered, but I was so delighted with my find that I feel as if I must have my brother cyclists share it with me, especially as there are so few places that are as accessible, and none as thoroughly charming as this.

NEW YORK.

C. G. M., No. 84,440.

IF EVERY family could economically produce all it consumes, and did not care for the association of other families, then we might dispense with roads.



\$100 CASH PRIZE

For the best descriptive circular on the "Graham Spring Suspended Saddle." Enclose stamp for particulars.

H. G. HIGGINS & Co.,

159 Pearl St., Boston.



ROAD-BUILDING TO BE TAUGHT IN THE
COMMON COUNTRY SCHOOLS.

Address of Gen. Roy Stone, head of the Government Department of Road Inquiry, delivered before the Teachers' Convention, held in Buffalo, N. Y., last month:

We come to you for help in a work which appeals to the teachers of America from a standpoint of every interest in the land,—moral, intellectual, and social, as well as material. A Southern editor states it perfectly when he says: "Every mile of good road built in the country will increase values, improve morals, elevate citizenship, stimulate trade, beautify the country, promote education, raise the standard of religion and add to the wealth, health, and happiness of the people." We do not come to you, however, for help till we have put our own shoulders to the wheel. Four years ago a few of us organized at Chicago the National League for Good Roads, and spent \$10,000 in hard raised money to begin our campaign. Before that was gone we had gained the ear of Congress, and we have had a little national aid for our work ever since.

We found ahead of us in the field active, untiring and efficient, that splendid body of young men, the League of American Wheelmen. We have worked with them and they with us ever since, and today we have the country so roused to the need of better roads that we may safely say to you that if you will throw the weight of your powerful organization and the ubiquitous influence of your personal leadership into this movement, we can promise you a success that will not only be grand in itself, but will advance every other feature of your noble work. I will not waste your time nor mine in arguing for good roads; what you do not know about bad roads is not worth telling. I will come at once to the question, which I trust is on all your lips: "How can we help?" There are three ways in which you can help individually.

1. You can "preach the gospel of Good Roads," and carry the glad tidings that already in America, and in many places in America, and in the most

unpromising places, that gospel has borne fruit and the people are even now enjoying its blessings. If any of you will take up this work we can furnish you with chapter and verse for your sermons, and applications and illustrations, without number. I will give you one topic to carry home with you.

The cost of bad roads in the United States has been variously estimated by competent authorities, and the lowest estimate of the bad roads tax, that of Prof. Latta of Perdue University, collated from the certified experience of practical farmers in 40 counties of Indiana, amounts to 77 cents per acre annually, or \$50 per square mile of farm area, and there are 1,000,000 square miles of farm area in the United States; \$500,000,000, or three times the cost of all the common schools in the country, utterly wasted! What could not be done for education if this vast sum could be saved?

2. Not only can you preach Good Roads, but you can teach a little road-building in all your schools. No knowledge would be more valuable; it would be taken home from school and discussed in every family. It is a practical concern of every-



GENERAL ROY STONE.

day life, and will interest parents as well as children, women as well as men; attention will be called to every defect in the location, construction and care of the roads directly about you. You will need no text books, for no high-class technical knowledge is necessary to teach the rudiments of road construction and repair. We can furnish you from Washington with our printed circulars, giving all the information you will need to impart; and if any of your pupils desire to go beyond the stage of primary instruction in this matter it will not be long before the higher schools and especially the agri-

cultural colleges, will be teaching road building in all its higher departments.

3. But better than teaching and preaching, you can do much to actually improve the roads of the country. The great need of our country roads is daily care. For want of that care a trifling depression which a shovelful of gravel would fill, fills with water instead, and deepens, widens and lengthens with every wheel that dips into it till it becomes an impassable mudhole. For want of that care when a rainstorm comes a little stream of water which the stroke of a hoe would turn aside, follows the wagon track down a long incline, grows into a torrent, and makes a dangerous gully or a stony hill face; for want of care and a little work loose stones accumulate in the wagon way and stay there till the annual season of road repair, while fast ones grow out of the ground apace for want of a hammer stroke to knock off the first point that shows; weeds and rubbish choke the ditches and sluiceways and costly washouts occur, or standing water soaks the roadbed and turns it into a quagmire.

In the absence of care every defect grows by geometrical progression; the worse it gets the faster it grows. Forty million dollars we spend every year on road repairs and make the road no better. We roll the great stone up the mountain with 40,000,000 days' work, and then we let it go to the bottom to be rolled up again next year. What is the cure for this state of things? The trouble itself is nothing new. Every thinking farmer knows it of old, and has puzzled his brain for a remedy. The daily care of all the roads by paid laborers would be a tax absolutely unbearable; the travel to and fro to do the little work required would cost ten times as much as the work itself. What, then, can we do? When you have interested parents in your district in the subject of road improvement and taught your scholars something of the proper methods of carrying it on, why not take advantage of the fact that all your roads are traveled twice a day by boys old enough to take the ordinary daily care of them if they have the means to do it? Why not organize your own road leagues among the older boys, and persuade your township road authorities to supply each league with a few light tools to be kept at the school-house and carried home when needed for road repairs, or used at recess on the roads near the school-house? And why not persuade these authorities to offer a prize for that school district which does the best work in this direction? The effect of daily care would show so promptly in preventing the deterioration of the roads after each annual season of repairs as to offer great encouragement for the general betterment of the highways, and by these means you will not only be conferring an instant and visible benefit upon every resident in your district, but you will be training up a generation of better road builders for the future.

So much you can do individually. Collectively,

if your powerful organization will interest itself in this subject, make it one of its active departments in connection with rural schools, put some of your best workers at the head of it, and, finally, co-operate heartily with all the State and local road improvement organizations, the League of American Wheelmen and the work of the general government, you may have the satisfaction of helping to raise country life in America to a level of comfort, happiness and prosperity with that of the old world where good roads prevail.

REGARDING CONVICT LABOR.

EDITOR L. A. W. BULLETIN:

I should be pleased to learn what state or states of the American Union employs its convicts upon the public highways? We are shortly to have a session of the legislature here, and are anxious to get the Good Roads movement wisely inaugurated. The labor of our convicts is sold to the highest bidder, and is employed in manufacturing and coal mining, directly in competition with free labor. If physically practicable to do so, it would seem the part of highest wisdom to put these men at work upon our roads. There they would supercede nobody, and the largest measure of benefit be derived from their labor.

TOPEKA, Kan.

C. W. NETTELS, No. 93,609.

THE New York commissioner of public works opened bids for asphalt paving recently, which were at the rate of \$2.38 per square yard. Two years ago the average cost was \$3.71. The decline is the result of competition, for the New York *Herald* says the specifications are stricter now than ever before, and a fifteen years' guarantee must be given by the contractor, so the lower price does not mean inferior work. — *Telegram*, Providence, R. I.

GOOD roads are essential to a prosperous and enlightened community. They cannot be made of sand and chunks of sod. This has been tried repeatedly, and every trial has been a failure and a waste of money. In order to have good roads there must be a solid foundation. You might just as well build a house without a foundation as to construct a road without first laying a good substantial bottom. Good roads save wagons, harness and horses. The best is always the cheapest. — *Lansdale (Pa.) Republican*.

THE cyclists of Sacramento, Cal., have built over fifty miles of bicycle paths by popular subscription, at a cost of less than \$1,000. One of the benefits derived from them is the education of the farmers along the line as to the value of good roads. The completion of a new path was recently celebrated by a moonlight run with three hundred wheels in line. The bicycle club of Sacramento has recently succeeded in having sentence passed upon a road hog who ran over a wheelmen, and similar treatment is promised all transgressors.

League of American Wheelmen

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SECRETARY-Treasurer, Frank M. Wells, No. 7 Waldo Building, Portland.

PENNSYLVANIA. Chief Consul, Samuel A. Boyle, District Attorney's Office, Philadelphia.

Treasurer, P. S. Collins, Box 1127, Philadelphia.

RHODE ISLAND. Chief Consul, George L. Cooke, Box 1101, Providence.

SECRETARY-Treasurer, Nelson H. Gibbs, 488 Westminster St., Providence.

SOUTH CAROLINA. Chief Consul, C. C. Monaghan, Santa Ana.

SECRETARY-Treasurer, J. A. Kelly, 212 New High St., Los Angeles.

TENNESSEE. Chief Consul, Charles J. Scherer, 221 Main St., Memphis.

Managers, Memphis Savings Bank, Memphis.

TEXAS. Chief Consul, E. W. Hope, Sherman.

SECRETARY-Treasurer, C. F. Wilman, 179 Elm St., Dallas.

UTAH. Chief Consul, C. N. Butler, Box 884, Salt Lake City.

SECRETARY-Treasurer, W. S. Evans, Box 497, Salt Lake City.

VERMONT. Chief Consul, B. C. Rogers, Burlington.

SECRETARY-Treasurer, G. W. Grandy, Burlington.

VIRGINIA. Chief Consul, A. A. O'Neill, 42 Bank St., Norfolk.

SECRETARY-Treasurer, J. Hugh Henry, 144 Duke St., Norfolk.

WASHINGTON. Chief Consul, E. G. Dorr, Tacoma.

SECRETARY-Treasurer, Percy L. Sinclair, Tacoma.

WEST VIRGINIA. Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling.

WISCONSIN. Chief Consul, W. A. Brown, Mar- inette.

SECRETARY-Treasurer, M. C. Rotter, 95 E. Water St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL. Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

OFFICIAL CAP PIN.

Size of cut. Enameled Iron in colors. Applied to any ad- dress for thirty-five cents.

OFFICIAL LAPEL BUTTON.

Mailed to any address for twenty-five cents. The same button with catch pin for 10¢ use.

Send orders for the above to ABOT BASSETT, 12 Pearl St., Boston, Mass.

Postage stamps above the two-cent will not be received.

LEAGUE OF AMERICAN WHEELMEN

RENEWAL BLANK.

ABOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.
Dear Sir:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Name..... Date of Expiration.....

State.....

Street and No. or P. O. Box.....

City.....

City and Division in which my home is and to which I should be attached.....

Division will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.
I hereby certify that the following person, of which it is for my initiation fee in the L. A. W. twenty-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. Constitution. I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name..... State.....

Street or Box.....

City or Town.....

Write references on margin below.

LEAGUE OF AMERICAN WHEELMEN

IF you want a waterproof ticket holder, made of the best gelatin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 35 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents.

ABOT BASSETT, 12 Pearl St., Boston, Mass.

DON'T GET SHUT OUT.

On or about the first week in September the Secretary will commence the work of renumbering. This will involve moving up the whole list and closing up all blanks. A blank exists whenever a member has failed to renew his membership this year or in previous years. We shall allow the full sixty days, and even more. Those whose membership expired March 31 will have had five months, and we shall try to be as liberal with others.

After the blanks are filled it will be impossible for a member to regain his old position until some one drops out.

Members have yet a month to renew, and they can blame no one but themselves if they are shut out.

We commend to all delinquents a careful reading of Matt. xxv: 10.

Fraternally,

ARNO HASETT,
Secretary L. A. W.

RACINO BOARD.

Suspended.

Thirty days, from July 30, for riding in an unclassified novice race—George Ewen, Sam Ewen, Woonsocket, R. I.; W. A. Hatch, Wrentham, Mass.; C. H. Wheeler, Dorchester, Mass.; E. H. Tingley, Caryville, Mass.; Benjamin Hutchinson, Franklin, Mass.; L. S. Guild, Franklin, Mass.; Benjamin D. Hewson, South Boston, Mass.

Until January 1, 1907, for riding as an amateur after becoming a professional—E. E. McColl, Plymouth, W. Va.

Thirty days, from July 27, for foul riding—H. E. Fredrickson, Omaha, Neb.

Thirty days, from July 27, for unactioned races—E. E. Seelwood, Belvidere, Ill.

Sixty days, from July 27, for false entry—Raymond Newhall, Lynn, Mass.

Thirty days, from July 25, for unactioned races—John Vossie and Joseph McKee, East Boston, Mass.; also Thomas Flynn, East Boston, Mass.

Thirty days, from July 25, for unactioned race—George Pragna, Minneapolis, Minn.

One year, from July 30, by vote of Racing Board—O. O. Hayman, Grand Island, Neb., and W. A. Pitley, Omaha, Neb., unfair dealing.

Pending return of prizes—S. W. McClave, Edgewood, N. J.; C. Beers, Columbus, O.

Thirty days, from July 14—Fred Schone and Nils E. Moe, Seattle, Wash.

Until September 1, for unactioned races—Joseph Bernier, Wallingford, Albany, Ore.; Frank Smith, Frank Borg, Heppner, Ore.; Archie Piper, Cottage Grove, Ore.; E. E. Redfield, Herbert McCarthy, Grant's Pass, Ore.; Joseph Goodfellow, Chantqua, Ore.

Thirty days, from July 14, for unactioned races—Frank Roudreuter, John Kinton, J. W. Smith, La Jara, Cal.; James A. Smith, W. E. Morley, C. N. Dinsell, H. Brewer, Silver Cliff, Cal.

Thirty days, from July 15, for unactioned races—Robert Curtis, L. C. Hansen, George Schieffer, J. N. King, Will Hutter, H. F. Christiansen, Charles McKelroy, Carl Willard, Grand Island, Neb.

Thirty days, from July 15, unactioned race—Andrew Genderson, Boston, Mass.

Sixty days, from July 25, unactioned race on black-linted track—Peter J. McElroy, Roxbury, Mass.

Thirty days, from July 30, for competing on black-linted track—James Garrett, George A. Agnew, Thomas K. Barrett, Vincent Murphy, W. E. Wilson, Samuel E. Gray, Baltimore, Md.

Thirty days, from July 31, for unactioned races—E. L. May, Clarence Reid, James C. Long, Jr., B. Newcomb Stevens and Fred K. Mills, Tiskilwa, Ill.

Records Accepted.

Two-miles, tandem competition, unpaced, standing start, May 30, 1896, 4:08 1/2, by Sidney D. Waldon and Chas. G. Wallin, Erie, Pa.

Half-mile tandem, unpaced, flying start, July 4, by P. Paul J. Williams and J. S. Williams, 37 4/5.

Declared Professionals.

E. E. Sherwood, Belvidere, Ill., clause (a).
Geo. Pragna, Minneapolis, Minn., clause (b).
E. O. Leonard, Buffalo, N. Y., own request.
J. R. Stratten, Baltimore, Md., clause (a).
J. E. Given, Harrisburg, Pa., own request.
Carlton L. Brett, Boston, Mass., clause (g).
Wm. M. Vennison, Boston, Mass., clause (g).

A. Loyal, Erie, Pa., clause (c), Art. IV, Sec. By-Laws.

S. W. Ramsey, Erie, Pa., clause (c).

C. F. Williams, Erie, Pa., clause (c).

S. D. Walden, Erie, Pa., clause (c).

S. D. White, Erie, Pa., clause (c).

C. G. Wallin, Erie, Pa., clause (c).

Louis Roth, Erie, Pa., clause (c).

Chas. E. Knuth, Erie, Pa., clause (c), Art. IV, Sec. By-Laws.

Monte Scott, Providence, R. I., clause (f), vote of Racing Board.

Wm. Crow, Dallas, Tex., clause (f), vote of Racing Board.

Frederic J. Taylor, Dallas, Tex., clause (f), vote of Racing Board.

F. P. Lee, St. Joseph, Mo., clause (f), vote of Racing Board.

Frank Stever, St. Joseph, Mo., clause (f), vote of Racing Board.

C. H. Sumption, Cheyenne, Wyo., own request.

J. O. Tinkham, Grand Rapids, Mich.

Peter D. Mercal, San Francisco, Cal., own request.

John Larkin, Portland, Ore., clause (a).

Louis Fink, Jr., Philadelphia, Pa., clause (d).

H. H. Sutton, Philadelphia, Pa., clause (b).

Geo. Zimmerman, Philadelphia, Pa., clause (b).

Henry Bradt, Chicago, Ill., clause (d).

Suspended Pending Investigation.

J. F. Barry.

L. H. Tucker.

W. H. Birdall.

F. W. Palmer.

F. C. Hoyt, Springfield, Mass.

R. L. Welch, South Norwalk, Conn.

G. H. Thatcher, New Haven, Conn.

G. H. Collett, New Haven, Conn.

W. G. LeCompte, Cambridge, Mass.

H. H. Wright, Cambridge, Md.

C. M. Smith, San Jose, Cal.

Gall Hardbrook, San Jose, Cal.

F. Linn, San Jose, Cal.

W. Holliday, San Jose, Cal.

L. Folsom, San Jose, Cal.

C. Heller, San Jose, Cal.

Frank T. Gumbel, Lakeview, Ore.

Alfred Smith, Medford, Ore.

—Birdna, Baker City, Ore.

Tom Robinson, Baker City, Ore.

Walter Palmer, Baker City, Ore.

Robert Palmer, Baker City, Ore.

Dave Brichen, Baker City, Ore.

C. H. Bowden, Philadelphia, Pa.

Suspension Removed.

A. J. Banta, Ridge Farm, Ill.

Suspension placed upon George Van Amburgh, Arlington, N. J., has been reduced to expire Aug. 1.

Sanctions Granted.

Sept. 2, 3, 4—Arkansas Valley Fair Ass'n, Rocky, Colo.

Oct. 3—Brenner Bros., Philadelphia, Pa.

Aug. 29—Middlefield Club, Spotswood, N. J.

Aug. 29—Rock Hill Ath. Ass'n, Rock Hill, S. C.

Aug. 15—Sweet & Sampson, Norway, Me.

Aug. 23—Medford Cycle Club, Medford, Mass.

Sept. 2—Vermont State Fair, White River Junction, Vt.

Aug. 27—P. T. Stoughton, Whitefield, N. H.

Sept. 7—H. C. Putnam, Greenfield, Mass.

Sept. 7—Palmer Race Meet, Andover, Mass.

Sept. 7—Norwalk Central Labor Union, Norwalk, Conn.

Aug. 30—St. Vincent De Paul Society, Essex, Mass.

Aug. 15—Kenosha Cycle Ass'n, Havertill, Mass.

Aug. 30—J. E. Rider, Portsmouth, N. H.

Sept. 15—Central Cycle Club, Dover, Me.

Sept. 7—Knights of Columbus, Stamford, Conn.

Aug. 27—Oregon Athletic Club, Oswego, N. Y.

Aug. 22—Pachogue Wheelmen, Pachogue, N. Y.

Aug. 27—Saratoga Agl. Co., Ballston, N. Y.

Sept. 3—Cattaraugus Co. Fair, Little Valley, N. Y.

Sept. 7—South Brooklyn Wheelmen, Manhattan Beach, N. Y.

Sept. 7—Caledonian Club, Auburn, N. Y.

Sept. 7—Newburgh Wheelmen, Newburgh, N. Y.

Sept. 7—Springfield Cycle Club, Springfield, Mo.

Sept. 7—Y. M. C. A., Muskegon, Mich.

Sept. 22, 23—Tri-State Fair Ass'n, Sioux Falls, S. D.

Aug. 19—Vernillion Co. Agril. and Mec. Soc., Catlin, Ill.

July 28—Racine Ath. Ass'n, Racine, Wis.

July 28—Battle Creek Cycle Ass'n, Battle Creek, Mich.

Sept. 17, 18—Northwestern Agril. and Ind. Soc., Chippewa Falls, Wis.

Aug. 21—Quincy Bicycle Club, Quincy, Ill.

Aug. 25, 26—Marshall Bicycle Club, Marshall, Ill.

Aug. 20—Bowen Tournament Ass'n, Bowen, Ill.

Sept. 16—Ionian District Fair Ass'n, Ionia, Mich.

Sept. 20—Mason Driving Park Ass'n, Mason, Ill.

Sept. 8, 9, 10—Adams Co. Agril. Soc., Camp Point, Ill.

Sept. 4, 5—National Cycle Exh. Co., Chicago, Ill.

Sept. 24, 25, 26—National Cycle Exh. Co., Chicago, Ill.

NEW HAMPSHIRE DIVISION.

The Annual Meet of the New Hampshire Division will be held at the Varsity, Sept. 3.

The division championships will be run that day at the track of the Portsmouth Bicycle and Athletic Association. All L. A. W. members will be admitted free to grounds and grand stand.

GEORGE H. PHINNEY, Chief Consul.

RHODE ISLAND DIVISION.

The Mid-Summer Meet of this division will be held at Crescent Park, Saturday, Aug. 22, 1896. Special attractions.

NELSON H. GIBBS, Sec.-Treas.

PROVIDENCE, R. I., Aug. 7, 1896.

NEW YORK STATE DIVISION.

Pursuant to the provisions of the by-laws of the New York State Division, the following committees are appointed to make nominations for representatives in the State Board of Officers, to be voted for at the next ensuing election:

First District.
M. M. Belding, Jig 355 Broadway, New York City.
J. W. Walters, 107 W. 72nd street, New York City.
F. L. Rodewald, 27 Broadway, N. Y.

Second District.
R. L. Stillson, 35 E. 5th street, Brooklyn, N. Y.
A. P. Black, 90 Sterling Place, Brooklyn, N. Y.
Chas. T. Cole, 68 Grove street, Brooklyn, N. Y.

Third District.
A. D. Wait, Cohoes, N. Y.
A. G. Sherry, Troy, N. Y.
Arthur Gifford, Hudson, N. Y.

Fourth District.
W. Pierson Judson, Oswego, N. Y.
Edward Leonard, Auburn, N. Y.
Eugene F. Pugh, 29 Broad street, Utica, N. Y.

Fifth District.
G. M. Millspaugh, Middletown, N. Y.
R. W. Whipple, Binghamton, N. Y.
F. H. Warner, Ithaca, N. Y.

Sixth District.
John A. Pfend, care of W. U. Tel. Co., Buffalo, N. Y.
W. H. Wharbus, Law Exchange Bldg., Buffalo, N. Y.
Wm. R. Lansing, Great Western, Rochester, N. Y.

ISAAC B. POTTER, Chief Consul
NEW YORK, N. Y., July 31, 1896.

THE NEW YORK STATE DIVISION.

To the members of the New York State Division:

In accordance with the by-laws of the New York State Division of the League of American Wheelmen, the nominating committee elected at the semi-annual meeting held at Utica, June 15, 1896, begs to submit the following report of candidates for the offices as named below:

Chief Consul, Isaac B. Potter, Brooklyn, N. Y.
Vice Consul, W. E. Underhill, Schenectady, N. Y.
Secretary-Treasurer, W. S. Bull, New York City.

F. M. FRONTRIER,
Chairman of the Nominating Committee.

JOHN D. MILLER,
NEW YORK, July 25, 1896.

STOP THIEF—\$25.00 REWARD.

A reward of twenty-five dollars (\$25.00) will be paid by the New York State Division for information leading to the arrest and conviction of the thief.

Stolen, from Henry E. Chubb, L. A. W. No. 83,318 No. 2441 11th Avenue, New York City, Sunday, August and, as a "Tribune" bicycle, No. 4666, 1895 Model, made by the Black Manufacturing Company of Erie, Pa. Has old Hartford tire on front wheel and new Hodgman tire on rear wheel.

STOP THIEF—\$25.00 REWARD.

Stolen from the Crescent Club, Bay Ridge, L. I. Wednesday, Aug. 5, 1896, about 9 p. m., a bicycle, the property of J. W. Ackley, 390 Greenwich Avenue, Brooklyn, N. Y., described as follows:—Safety, made by the Triumph Cycle Co., Coventry, Eng. No. 14; large front sprocket, 23 teeth; spokes braced; oval back stays; Palmer tires.

A reward of twenty-five dollars (\$25.00) will be paid for information leading to the detection and conviction of the thief.

MINNESOTA.

The attention of members of this division is called to Article IV. of the by-laws of the division, which reads as follows:

Article IV. "Any ten members of this division may nominate candidates for all division officers. The nominations made at the general meeting, and be in the hands of the secretary-treasurer on or before September 25th, who will cause them to be published in the L. A. W. BULLETIN as soon thereafter as possible."

The officers to be elected are, chief consul, vice-consul, secretary-treasurer and two representatives.

It is hoped that the usual apathy in regard to this matter will not prevail this year. With our increased membership and the growing interest in the organization, it should be possible to secure candidates who can devote more time than the present officers have been able to give to the affairs of the division.

M. L. KNOWLTON, Chief Consul.

PENNSYLVANIA.

A revised list of Consuls, L. A. W. Hotels and Official Repair Shops, in this State, has just been made up. Any member can secure a copy by writing to the office of the division, Box 1177, Philadelphia.

P. S. COLLINS, Sec.-Treas.

Discontinued by Google

PENNSYLVANIA.

ADDITIONAL LOCAL CONSULS.

Darby, Craifton, Etna, Homestead, Coatesville, So. Bethlehem, Susquehanna, West Hickory, Ashland, Shickshinny, Wyreote, Landdowne, Philadelphia, St. Marys, Pittsburg, Tinsville, Reading, Lykens and Wiconaco, Eggenrich, Mansfield, Tonghkenamon, White Haven, Gallitzian, Colwyn, Benton,

Chas. B. Verterden
O. R. Cratty
Henry Bellman
G. W. Brawner, J. Clyde Miller
James G. Pugh
Frank J. Miller
A. P. French
A. B. Lynch
A. B. Gladd
R. W. Harmon
A. W. Lane
C. E. Lloyd
Niaz R. With
P. M. Snyder
Frank S. Peary
Bert Skinner
Dr. J. D. Day
J. G. Hartzell, George Schlegel
Irvin J. Jones
M. W. Lawrence
Harry B. Kingsley
W. J. Thompson
Chas. M. Driggs
Olive J. Deemer
L. B. Disbrow
John F. Wright

KANSAS DIVISION.

Local consuls should attend the annual meeting of the Kansas Division in Salina, August 25. Important business affecting local consuls will be transacted at that time. A rate of one and one-third fare for the round trip has been authorized from all points in Kansas, which was obtained through the efforts of our transportation committee. The Salina boys say, "bring your League tickets and leave your pocket-books at home." Do not make yourself conspicuous by your absence.

W. W. WALK, Chief Consul.

INDIANA.

STERLING ELLIOTT, Eng.

President L. A. W., Boston, Mass.

My Dear Sir—It is with deep regret that I must decline to serve in the capacity of Chief Consul of the Indiana Division, L. A. W. My duties as chairman of the Road Records Committee, Century Road Club of the Indiana Division, in fact take up my entire attention after business hours, and I feel as though I would be doing the Indiana Division an injustice by taking up the duties of chief consul. It would be an utter impossibility for me, at the present time, to give the office of chief consul the attention it deserves. My whole heart and soul is with the Indiana Division, and I will still continue to put in a good kick whenever an opportunity affords me, as I have done in the past. I learned of the resignation of Maro R. Thompson. He has filled the office of chief consul in a most acceptable manner. In his resignation we lose the most efficient chief consul the Indiana Division has ever had.

I have appointed Mr. Wallace Sherwood, Indianapolis, Ind., Vice Consul of the Indiana Division, who will, upon my resignation, step into the chief consulship chair. In Sherwood the League will have a prize, a man with marked ability, well versed in League matters, and at all times ready to lend a helping hand,—one who has spent time and money in advancing the interests of the League in Indiana.

I felt that I could consistently take up the work I should be glad to do so; but having given the subject much consideration, I decided to resign to you my resignation. Of course I shall watch with great interest the growth of the Indiana Division, and shall hope to see it grow stronger each year. I beg to remain

Very truly yours,

WILL L. KRISTENTZEN, Chief Consul.

TERRY HAUTE, IND., Aug. 4, 1896.

NEW JERSEY CONSULS.

Delaware, Westfield, Woodport, Rocky Hill, Newton, Chatham, Hamilton Square, Bellford, Atlantic City, Ocean City,

A. J. Van Brunt
Wallace B. Russell
Aaron Platt
J. V. Z. Griggs
Frank Larnes
Henry I. Berry
W. C. Fennons
J. S. Clarke
D. D. Young
Harvey G. Lake

LEAGUE HOTELS—DISCOUNTS.

	Per day.	Meals.	Per cent.
Angela, Germantown Hotel	10	10	
Albion, The Hall	10	10	
Wild Wood Beach, Marine Hall	10	10	
Manalapan, Manalapan Hotel	10	10	
Perth Amboy, Katharine Hotel	20	20	
Newark, Continental Hotel	20	20	

at ROBERT GENTLE, Chief Consul.
ELIZABETH, N. J., Aug. 1, 1896.

LOUISIANA.

I have this day appointed the St. Charles Hotel of New Orleans as a League Hotel, with rates \$5.00 a day except the week of Mardi Gras. This is a Grand new hotel, finest in the city, and the regular rates are \$5.00 a day.

I have appointed the following local consuls for the city of New Orleans: 1st ward, George S. Kauler; 2d ward, Horace Fletcher; 3d ward, Felix Puig; 4th ward, John Dymond; 5th ward, R. E. L. McIntire; 6th ward, John S. Finley; 7th ward, Leon Labatt; 8th ward, Lewis S. Graham; 9th ward, Thos. W. Castleman. The appointments for the 10th, 11th, 12th, 13th, 14th and 15th wards, will be named later as soon as I can make a selection.

The League tailors for New Orleans are Leon Gochaux and H. B. Stevens & Co.

H. H. HODGSON, Chief Consul La. Div.
NEW ORLEANS, LA.

LOUISIANA.

The following hotels have been added in the list for Louisiana: Capitol Hotel, Baton Rouge, La.; Phoenix Hotel, Shreveport, La.; St. Charles Hotel, New Orleans, La.

H. H. HODGSON.

NEBRASKA.

I hereby certify that there has been filed in my office nominations for officers of the Nebraska Division, League of American Wheelmen, for the year 1897, signed by the requisite number of League members of this division, as follows:

Chief Consul, D. J. O'Brien, Omaha.
Vice Consul, Bert Potter, Omaha.
Secretary-Treasurer, E. B. Henderson, Omaha.
Representative, W. E. Reid, Omaha.
W. M. McCALL, Sec. Treas., Nebraska, Div.
GRAND ISLAND, NEB., AUG. 4, 1896.

MONTANA DIVISION.

I have this day appointed the following local consuls in Montana.

Chas. W. Pomeroy, Kalispell, Mont.; A. B. Beck, with Missoula, Mont.; F. F. Foote, Dillon, Mont.
F. H. EMERY, Chief Consul.

HELENA, MONT., AUG. 4, 1896.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, Aug. 14, 1896.

Total 953—43,400.

Over 126,000, COLORADO, 13-707.

	Creede C. C.	Creeds
182 Atkinson, J. A.,	182	Atkinson, J. A.,
3 Hodge, Sam.	3	Hodge, Sam.
4 Withrow, Clarence,	4	Withrow, Clarence,
5 Frank, Silas,	5	Frank, Silas,
6 Boyle, W. G.,	6	Boyle, W. G.,
7 Jones, Thos. S.,	7	Jones, Thos. S.,
8 Ford, C. C.,	8	Ford, C. C.,
9 " " " "	9	" " " "
10 McQuiston, F. W., box 378,	10	McQuiston, F. W., box 378,
Unattached.		Unattached.
11 Moore, Bert,	11	Moore, Bert,
12 Duoy, C. F.,	12	Duoy, C. F.,
13 Musgrave, Walter,	13	Musgrave, Walter,
14 Schapp, Tim,	14	Schapp, Tim,
Over 126,000, CONNECTICUT, 18-1,234.		Over 126,000, CONNECTICUT, 18-1,234.
Bridgeport W. C.		Bridgeport W. C.
185 Hampton, Ed. R., 111 Nichols st., Bridgeport	185	Hampton, Ed. R., 111 Nichols st., Bridgeport
6 Lenon, J. W., 165 Fairfield ave., "	6	Lenon, J. W., 165 Fairfield ave., "
7 Matthews, Chas. O., 90 Black Rock ave., "	7	Matthews, Chas. O., 90 Black Rock ave., "
Altair C. C.		Altair C. C.
8 Barsley, John N., 181 Main, Danbury	8	Barsley, John N., 181 Main, Danbury
9 Chase, J. Herbert, Bristol, Meriden	9	Chase, J. Herbert, Bristol, Meriden
Middletown W. C.		Middletown W. C.

200 Broach, J. Allison, 276 Main, Middletown

Y. M. C. A. Cycle Club.

1 Bishop, Nathan L., 7 Huntington pl., Norwalk

2 Hoos, Robert S., 149 Broadway, Unattached.

3 Powell, W. B., 294 State st., Bridgeport

4 Meach, Sanford, box 54, Groton

5 Reed, John, 302 Maple, New Britain

6 Tibbals, Clarence W., 15 Lewis, New Haven

7 Wells, Wilfred D., 38 Colt, New London

8 Case, James L., Dime Savings Bank, Norwich

9 Louisa, S. E., Riverside

210 Perry, Oliver H., box 256, Southport

11 Perry, John W., box 115, Unattached.

2 Griggs, Wilfred E., 140 Grand, Watertown

Over 126,000, DELAWARE, 1-48.

213 Maris, Geo. N., 8th & Shipley, Wilmington

Over 126,000, DISTRICT OF CO-

Lumbia, 12-203.

Capital Hill Club.

214 Hills, J. Bartlett, 1022 14th, Washington

5 Chapman, J. Edw., 13th & C. sts., " "

6 McKenney, Chas. A., 1522 E. 1 ave., " "

7 McKenney, Fred H., 1523 R. 1 ave., " "

8 Bartle, R. F., U. S. C. & G. Survey, " "

9 Gleason, Arthur B., 1107 1st St., N. E., " "

220 Holmes, Wm. L., 1207 1st st., N. W., " "

11 Arnold, M. D., 1220 Penn. ave., " "

2 Maize, S. B., 1113 P. st., N. W., " "

3 Shute, Daniel K., 1120 New York ave., " "

N. W., " "

4 Steel, John L., 431 10th st., " "

5 Oker, Charles W., Woodley Inn, Unattached.

Over 126,000, FLORIDA, 6-60.

226 Hargis, H. J., Pensacola

7 LeBaron, Charles, " "

8 Quinn, Ed G., " "

9 Wentworth, Rich. P., " "

230 Zwick, C. F., 3 S. Palmetto, " "

1 Bonifay, E. G., Roberts

Over 126,000, GEORGIA, 4-30.

2 Stockell, C. L., 517 Equitable Bld'g., Atlanta

3 Berentzen, Paul, Darien

4 Goodrich, Wm. H., 507 Broad, Augusta

5 Harrison, Dr. W. H., " "

Over 126,000, ILLINOIS, 34-2,911.

Ansona C. C.

236 Dunn, J. C., 52 Grand ave., Aurora

Lakeside Wheelmen.

7 Marcus, Ed. S., 4029 Grand b'ld'g., Chicago

Lincoln C. C.

240 Frank H., 142 W. Wash. st., Dixon C.

Dixon C. C.

9 Johnson, F. N., 9th & Logan ave., Dixon

Freeprest C. C.

240 Berenger, S. H., Stephenson & Van Buren, Freeport

Genesee W. A. box

1 Ramsey, F. A., box 644, Genesee

2 Nampel, Jacob H., German Valley

Knockville B. & A. C., Knoxville

3 Whitman E. S., box J., Knoxville

4 Stewart, Arthur K., 800 Main, Quincy

Monmouth B. C.

5 Hyatt, H. C. B. & Q. Ry., Rock Island

Unattached.

6 Edmundson, Clyde M., box 498, Alton

7 Purdy, Frank E., box 843, " "

8 Kline, J. C., 2540 Prairie ave., Chicago

9 Farrell, John J., 604 Pollman b'ld'g., " "

250 Terhune, Edgar, 4294 Calumet ave., " "

1 Zwart, A. J., 204 Grand Northern b'ld'g., " "

2 Kline, J. C., 2540 Prairie ave., " "

3 Langford, Jas. 181 Madison, " "

4 Roman, L. S., 2541 Lake ave., " "

5 Safford, Charles L., 4401 Emerald ave., " "

6 Bonborough, C. R., 322 Ann st., Elgin

7 Cutler, Wm. J., Greenville

8 Lindner, S., 602 N. Eastern ave., Joliet

9 MacTay, James, 160 Willow ave., " "

260 " " Mrs. Emma, 160 Willow ave., " "

1 "Hosen, Mrs. Jessie G., 1113 Cass st., " "

2 Spoonberg, Chas., 910 Ohio st., " "

3 Hall, F. P., Lews

4 Hadden, Fred L., Middletown

5 Lovery, Frank, Orchard Mines

6 Sand, A. L., Sharon

7 Hooper, Harry W., Shelbyville

8 Turner, Harry, " "

9 Cannon, A. M., Tower Hill

Over 126,000, INDIANA, 18-875.

Capital City C. C.

270 Kiesel, Chas. F., Cap. ave. and 18th st., Indianapolis

Rogers, Clarke C. C.

1 Reeder, Levi N., 825 Meigs ave., Jeffersonville

2 Smith, David D., box 26, " "

3 Van Campen, Olive B., 192 Spring, " "

- Star City C. O. 230 Main, La Fayette
 4 Dren, Bert A., 230 Main, La Fayette
 5 Grubler, H. E., 230 Main, La Fayette
 6 Gasch, Theo., 174 Ferry, La Fayette
 7 Leavary, F. H., 15 South 4th, La Fayette
 8 Loring, Rufus W., 70 Franklin, La Fayette
 9 Lader, Eugene W., 134 North 4th, La Fayette
 10 Skinner, G. A., 35 Oregon, La Fayette
 11 Pusey, C. O. C., La Fayette
 12 Major, Earl, Mt. Vernon
 13 Unattached, Mt. Vernon
 14 Hodges, Fletcher, 132 N. Meridian, Indianapolis
 15 Bolger, Wm. T., 59 West 14th, Indianapolis
 16 Davidson, Wm. J., 185 Dougherty, Indianapolis
 17 Sargent, Leonard B., 40 Mass. ave., Indianapolis
 18 Sample, Morris D., 28 W. Ged st., Indianapolis
 19 Kemper, Will W., 116 W. Adams, Muncie
 Over 126,000, IOWA, 11-1,405.
 L. A. W. C. O.
 20 Hamilton, Chas. Jr., box 451, Nevada
 21 Owen, E. A., box 610, Nevada
 22 Rock Rapids C. C., Rock Rapids
 23 Bridgman, John R., Rock Rapids
 24 Cornell, W. M., Rock Rapids
 25 Topka A. B., C. C., Rock Rapids
 26 Stewart, A. T., Washington
 27 Unattached, Washington
 28 Jones, Mrs. W. K., 711 E. Locust, Des Moines
 29 Seager, Geo. L., 814 Locust, Des Moines
 30 Thomson, Oscar, Over 518 E. Locust, Des Moines
 31 Hanson, Ed., Tripoli
 32 Moelling, A. C., Tripoli
 33 Nevers, Herman H., Tripoli
 Over 126,000, KANSAS, 14-749.
 Owl City.
 34 Harris, Robert, U. P. Shops, Kansas City
 35 Topka A. B., C. C., Topeka
 36 Unattached, Topeka
 37 Dillon, W. T., Belleville
 38 Decker, W. W., M. D., Belleville
 39 Hasing, W. G., Belleville
 40 Perry, W. L., Belleville
 41 Pierce, H. L., Dodge City
 42 Leiding, H. E., Dodge City
 43 Swishard, D., Dodge City
 44 Lander, Eddie, Humboldt
 45 Dennis, W. R., 304 E. East, Humboldt
 46 Davis, Miss Birdie, Hutchinson
 47 Johnson, Mrs. Mary V., Lebo
 48 White, John W., Munson & Washburn, Topeka
 Over 126,000, KENTUCKY, 36-378.
 Orlant.
 49 Nechel, Geo., 1581 Preston, Louisville
 50 Unattached, Louisville
 51 Wilson, J. C., Lexington
 52 Miller, Henry, 1612 W. Madison, Louisville
 53 Lancaster, R. B., Jr., 1815 W. Chestnut, Louisville
 54 Johnson, W. H., 223 Wash. st., Louisville
 55 Price, Dr. Henry, 706 2d, Louisville
 56 Sherry, Miss Minnie, 207 W. Brock, Louisville
 57 Adams, E. H., 131 W. Gray, Louisville
 58 Inerde, W. J., 1835 2d st., Louisville
 59 Gall, C. F., 1726 Jackson, Louisville
 60 Hopper, Eugene, 185 6th, Louisville
 61 Johnson, S. L., 2d & Main sts., Louisville
 62 Lettier, Theo., 223 Magazine, Louisville
 63 Parsons, E. T., 1304 W. Walnut, Louisville
 64 Speed, Evans, Lee Pecking Co., Louisville
 65 Armstrong, J. T., 923 Franklin st., Louisville
 66 Breithel, J. T., Columbia B'ldg., Louisville
 67 Barr, Mrs. W. N., 611 Washington st., Louisville
 68 Bryan, W. E., L. & N. R. 4th & Main, Louisville
 69 Carleson, J. B., "The Commerce," Louisville
 70 Elpis, H. L., 321 4th, Louisville
 71 Bass, W. A., 1510 Gains pl., Louisville
 72 Hiale, Wm. F., 128 Wash. st., Louisville
 73 Harrison, Geo. C., 906 W. Main st., Louisville
 74 Harrison, J. K., 326 Fourth ave., Louisville
 75 McGeary, T. B., 305 W. Walnut, Louisville
 76 Merion, John, 1240 Pine st., Louisville
 77 Reed, R. D., 2d & St. Catherine, Louisville
 78 Robinson, J. E., 327 5th, Louisville
 79 Barka, I. F., 818 4th, Louisville
 80 Schaefer, Peter, 124 W. Chestnut, Louisville
 81 Stum, W. D., 1509 19th st., Louisville
 82 Nale, E. H., 928 W. Main st., Louisville
 83 Richards, Lewis (P. O. 233 Broadway, Chattanooga, Tenn.), Newport
 84 Erion, John, Paris
 85 Russell, James M., Paris
 Over 126,000, LOUISIANA, 18-143.
 H. H. Hodgson, 1719 Peniston, New Orleans
 86 May, Eugene, Canal & Chartres, New Orleans
 87 May, Mrs. Eugene, Perrier & Peniston, New Orleans
 88 Behner, Dr. G. H., 427 Grandoulet, New Orleans
 89 "Theodore, Mrs. M. A., 1917 Henry, New Orleans
 90 Unattached, New Orleans
 91 Truham, Walter, 1000 Elysian Flds st., New Orleans
 92 Stern, Walter, C. C., New Orleans
 93 Hager, John M., 221 Corodaleet, New Orleans
 94 Unattached, New Orleans
 95 Drer, Dr. Isadore, 124 Baronne st., New Orleans
 96 Balder, Chas. W., 1444 Calhoun st., New Orleans
 97 Bienville, Nemours, 513 Conti st., New Orleans
 98 Battie, W. W., 1024 Leon st., New Orleans
 99 Byrd, John G., 346 Camp st., New Orleans
 100 Commander, A., 308 Magazine st., New Orleans
 101 Hoffman, A. B., 4020 Chestnut, New Orleans
 102 Lee, Mrs. Fergus G., 1430 N. 3rd st., New Orleans
 103 Richardson, Jas. S., 830 Perdido st., New Orleans
 104 Howland, H. T., 346 Camp st., New Orleans
 105 Tyler, Robert, Bienville b'ldg., New Orleans
 Over 126,000, MARYLAND, 16-1,075.
 Y. M. C. A. W.
 106 Gray, Frank B., 904 N. Fulton ave., Baltimore
 107 Unattached, Baltimore
 108 Evans, Milwood W., 52 Prince George, Annapolis
 109 Koller, John C., 747 W. Franklin, Baltimore
 110 Lambert, Lewis M., 1324 54th st., Baltimore
 111 Thomas, E. A., M. D., 703 Aigneth st., Baltimore
 112 Young, Wm. W., 15 E. Balderston, Baltimore
 113 Alinut, E. R., 10 E. Pratt st., Baltimore
 114 "Cunne, Miss Grace P., 523 N. Fulton ave., Baltimore
 115 Ray, Charles W., 2210 N. Fulton ave., Baltimore
 116 Waters, R. Frank, 1201 East North ave., Baltimore
 117 Griffith, E., 1612 W. Franklin, Baltimore
 118 Walker, Noah, Park Heights ave., Baltimore
 119 Goldsborough, Robert, High st., Cambridge
 120 Phillips, P. L. C., Cambridge
 121 Johnson, John G., Mt. Washington
 122 Beck, Lewis A., 100 Jeff st., Waverly
 Over 126,000, MASSACHUSETTS, 92-9,555.
 Metropolitan Wheelmen.
 123 Munton, Wm. E., 45 E. Canton, Boston
 124 Press, C. C., Boston
 125 Ellis, Alfred C., 87 Worcester, Boston
 126 Berkeley, C. C., Boston
 127 Barnum, John W., Winthrop ave., Beachmont
 128 Charles River C. C., Boston
 129 Burns, James, 15 Columbia, Cambridge
 130 MacKenzie, J. W., 12 Green, Cambridge
 131 Black, W. B., 116 Pleasant, Cambridge
 132 C. R. C. O., Cambridge
 133 Nickerson, E. E., 48 Sydney, Cambridgeport
 134 Lynn C. C., Lynn
 135 Case, C. W., 25 Munroe, Lynn
 136 Conn. Valley W., Lynn
 137 Ely, Randolph E., 127 Spring, Springfield
 138 Morse, P. R., 39 Sanford, Springfield
 139 Ellsworth, Edw. G., 18 Ober st., Beverly
 140 McGuff, Frank J., 291 Blue Hill ave., Boston
 141 Campbell, Joseph A., 60 Pemberton sq., Boston
 142 Chalmers, Charles M., 28 Stanford, Boston
 143 Jones, Louis L., 50 La Grange, Boston
 144 Mitchell, Robert P., 5 Heat pl., Boston
 145 Mason, E., 127 Wash. st., Boston
 400 Mills, O. R., N. B. Coon's Music, Franklin sq.
 146 Newell, Wm. E., 5 Fayette st., Boston
 147 Newburgh, John C., 123 Camden, Boston
 148 Pedrick, G. W., Km. 58, 166 Devonshire st., Boston
 149 Poole, J. W., 139 Congress, Boston
 150 Reed, James, 46 Worcester, Boston
 151 Shoeburk, Mrs. R., 214 Columbus ave., Boston
 152 Thomas, Geo. F., 383 Wash. st., Boston
 153 Parsons, Wm. T., 92 Bedford, Boston
 154 Penabaz, Joseph, 3 W. Lenox st., Boston
 155 Jordan, Mrs. R. H., 399 Columbus ave., Boston
 156 "Lockery, Ella C., 54 Washington st., Boston
 157 "Cherry, Miss M., 101 Shawmut ave., Boston
 158 "McKenzie, Miss S., 9 Garland, Boston
 159 Train, Fred L., 16 Devenshire, Boston
 160 Bonney, Elliot L., 359 Crescent, Brighton
 161 "Good, L., Bunimater road, Brighton
 162 "Derlow, Alice M., 404 Green, Cambridge
 163 Hanson, Sadie E., 5 Lamson pl., Cambridgeport
 164 Gastin, W. A., 30 Pearl, Cambridgeport
 165 Roberts, John, box 6, Carver
 166 Beebe, Chester, box 27, Carver
 167 Fay, Robert E., 28 Cottage, Chelsea
 168 "Phillips, Mrs. L. M., 63 5th st., Chelsea
 169 Brunton, John C., box 500, Cohasset
 170 Thompson, C. O., 27 Polk, Charlestown
 171 Howe, T. Lyman, 54 King, Dorchester
 172 "Pepper, R. A., Granville st., Cedar Grove
 173 White, Dr. C. H., Denver
 174 Bates, Wm. F., 33 Eastw., E. Boston
 175 Standen, Chas. W., 79 Chestnut, Everett
 176 Borden, Spencer, Jr., box 1, Fall River
 177 Campbell, Charles R., 235 Pleasant, Fitchburg
 178 Conning, H. G., 119 Sumner, Fitchburg
 179 Goodridge, Harry B., 87 Merrimack, Haverhill
 180 Hale, Lewis D., 10 Fountain, Jamaica Plain
 181 Merrill, Frank T., 35 Main, Lowell
 182 McKinnis, Alex., box 191, Highlandville
 183 Barritt, Robert D., 36 Everett, Jamaica Plain
 184 Standford, Charles, Allendale st., Lowell
 185 Billings, Jarvis M., 204 Moody, Lowell
 186 Butterfield, Eugene, 6 Carpet Corp., Lowell
 187 Crawford, E. R., 20 8th st., Lowell
 188 Morris, Ed. J., 10 Rockdale ave., Lynn
 189 Phillips, Walter J., 340 Central, Lynn
 190 Jennings, Walter E., 14 Beverly, Lynn
 191 "Trueworthy, Ida A., box B, Medford
 192 Fairbanks, G. O., Jr., 8 Howard, Needham
 193 Peterson, Anthony, Newton Lower Falls
 194 "Wescott, Geo. H., box 87, Needham
 195 Stewart, Wm. H., box 54, No. Boston
 196 Otis, James E., box 13, No. Scituate
 197 "Chaffee, O. B., Oxford
 198 Cady, E. D., Oxford
 199 Joslin, H. S., Oxford
 200 Sherman, C. B., Oxford
 201 Wolfer, Fred J., C. C., Oxford
 202 Parker, Chas. R., box 167, Osterville
 203 Dorr, J. Fred, box 111, Oakdale
 204 Downes, John, Nat'l Sailors Home, Quincy
 205 Knowlton, C. P., City Hall, Quincy
 206 White, Frank, So. Braintree
 207 Chace, Chas. J., 787 6th st., So. Boston
 208 Thomas, Alamo A., So. Plymouth
 209 "Seymour, O. R., So. Scituate
 210 Filat, Harry E., box B, Salem
 211 Warner, Frank, 261 Worthington, Springfield
 212 "Hamilton, Eva M., 11 Eden, Salem
 213 Harrington, Arthur E., box 54, W. Mansfield
 214 "Perier, Fred W., W. Mansfield
 215 Scott, Fred N., 1 College, Waltham
 216 Gentler, Joseph L., 3 Hudson pl., Worcester
 217 Howland, Dr. Frank H., 11 Pleasant, Worcester
 218 Miller, G. F., 11 Preston, Worcester
 219 Simpson, John, 30 Kilby, Worcester
 Over 126,000, MICHIGAN, 24-513.
 Detroit Wheelmen.
 220 Byrne, Frank, 23 Park pl., Detroit
 221 Coady, P. F., 215 Concord ave., Detroit
 222 "Mich. Central C. C., Detroit
 223 Cunningham, R. S., 123 Rowland, Detroit
 224 Unattached, Detroit
 225 Scott, Fred N., 1 College, Ann Harbor
 226 Bryant, Niles, 40 Orchard pl., Battle Creek
 227 Tanner, Miss Mary, 1102 Centre ave., Bay City
 228 Flint, Harvey, box 908, Bay City
 229 Crawford, R. W., 63 Calumet, Calumet
 230 Campbell, Charles, 130 8d st., Detroit
 231 Cole, Brock, 46 Cherry, Detroit
 232 Fickert, H. A., Greenwood, Detroit
 233 Rowe, C. J., 50 Ferry, Detroit
 234 "Bersey, Mrs. G., 230 Hammond b'ldg., Detroit
 235 Perkins, Thomas W., 1115 12th st., Detroit
 236 "Stoman, James A., 159 Adams ave., Detroit
 237 Morgan, Bernard, Grand Lodge
 238 Robinson, H. Parker, 30 The Gilbert, Grand Rapids
 239 Dawson, J. E., Grand Rapids
 240 Nixon, J. W., M. D., Holland
 241 Ford, Mrs. Kimer E., Kalamazoo
 242 Williams, Arthur J., 523 W. Bassett, Lansing
 243 "Chick, Mrs. C., 507 W. Main, Lansing
 244 Sutton, E. B., box 85, Sault-St. Marie
 245 Smith, Arthur L., 302 So. Wash. st., Ypsilanti
 Over 126,000, MINNESOTA, 28-421.
 Unattached.
 246 Harrison, Geo., 1112 Nicollet ave., Minneapolis
 247 Hope, H. C., 158 Farrington ave., St. Paul
 Over 126,000, MISSOURI, 17-2,031.
 Wild Rush.
 248 Smith, W. L., Eldon
 249 "Star, W. L., Eldon
 250 Tink, Olsson H., 5619 Cates ave., St. Louis
 251 Unattached, St. Louis
 252 Newman, Arthur, box 141, Columbia
 253 Rouzly, Isaac L., 304 S. Main st., De Soto
 254 Rouzly, D. L., 204 S. Main st., De Soto
 255 Carper, A. C., 602 Olive, St. Louis
 256 Christ, Eugene, 4361 Laclede ave., St. Louis
 257 "Kille, H. G., Union Trust Co., St. Louis
 258 Epstein, Herman, 2214 Locust, St. Louis
 259 Goldman, Louis, 4299 Oak st., St. Louis
 260 Hoffheimer, S. G., care Wertheimer, St. Louis
 261 Swartz Bros. Co., St. Louis
 262 Parker, Geo., 237 S. 2d, St. Louis
 263 Phelan, J. Percival, Equitable b'ldg., St. Louis
 264 Schwab, L., 4523 Laclede ave., St. Louis
 265 Sherr, Albert, 6165 Delaware, St. Louis
 266 Skraiks, Fred, 808 Security b'ldg., St. Louis
 267 Bothwell, Geo. A., 2334 Park ave., St. Louis
 Over 126,000, MONTANA, 4-70.
 Helena R. C.
 268 Moore, W. A., box 23, Helena
 269 Unattached, Helena
 270 Leech, Thos. C., Belt
 271 "Schroeder, H. G., Helena
 272 "Shoben, Henry, care M. Sands, Helena
 Over 126,000, NEBRASKA, 7-339.
 Columbus C. C.
 273 Ziegler, Henry, Columbus
 274 Turner, C. C., Columbus
 275 Sprafkin, F. A., 1413 Horney st., Omaha
 276 Unattached, Omaha
 277 "Farwell, H. A., 2306 Douglas st., Omaha
 278 Grattan, Chas. H., 908 Jackson st., Omaha
 279 Simpson, Frank C., 120 South 10th st., Omaha
 280 Evans, W. S., Omaha

- 8 Heaton, T. J., box 206. " " " "
- Over 126,000, NEW HAMPSHIRE, 3-337.**
- Calumet C. C. " " " "
- 530 Sanborn, A. H., 11 Middle, Manchester
- Unattached. " " " "
- 530 Sarson, Clarence E., Bartlett
- 1 Miller, Irving E., New London
- Over 126,000, NEW JERSEY, 76-4,028.**
- B. C. A. A., Bloomfield
- 532 Stevens, Will A., Maola ave., Orange Ave. W. E. Orange
- 3 Blackman, Joseph N., 56 S. Clinton st., E. Orange
- J. C. C. W., 30 Kensington ave., Jersey City
- Caso, Geo. W., 30 Kensington ave., Jersey City
- Turner C., " " " "
- 5 Trefz, George, 658 Summit ave., " " " "
- Business Men's C. C., " " " "
- 6 Bowen, Dr. Horace, 185 Academy st., " " " "
- 7 Farrier, Wm. W., 415 Jersey ave., " " " "
- 8 Stegman, Warich, 442 Bergen ave., " " " "
- 9 Sigler, Thomas H., 482 Grand st., " " " "
- Shadille C. C., " " " "
- 540 Miller, O. D., Park pl., Morristown
- Vin C. C., " " " "
- 1 Seymour, David C., 43 Lawrence st., Newark
- Harlem W., " " " "
- 2 Lefferson, Linford R., box 73, Ocean Grove
- Tourist C. C., " " " "
- 3 Grundy, Jas. 5th & Madison ave's., " " " "
- M. B. C., " " " "
- 4 McMickle, Clark, Stanhope
- M. C. W., " " " "
- 5 Altherton, Chas. F., 24 W. Lafayette, Trenton
- Hetzal, Chas., 151 S. Broad st., " " " "
- 7 McCullough, Dr. W. G., 213 Ferry st., " " " "
- 8 Black, Harry M., 320 N. Warren st., " " " "
- Unattached. " " " "
- 9 Bryant, Lewis T., Hotel Waverly, Atlantic City
- 530 Evans, Chas. B., Union Nat'l Bank, " " " "**
- 1 Johnson, David C., 8 N. Riddle ave., " " " "
- 2 Scull, Jas. G., 1710 Baltic ave., " " " "
- 3 Townsend, Rev. J. H., 30 S. Kentucky " " " "
- etc., " " " "
- 4 Kinsey, Mrs. A. L., box 51, Avondale
- 5 Wheaton, Albert, box 51, " " " "
- 6 Steata, Thos. W., Bridgeport
- 7 Crego, Milo, " " " "
- 8 Kernaghan, Ida C., 115 Ave. C., Bayonne
- 9 Mack, Sam'l J., " " " "
- 560 Bowen, Geo. R., 739 Spruce st., Camden**
- Brown, Wm. H., box 34, E. Orange
- 2 Cyphers, L. W., 168 Dodd st., " " " "
- 3 Mitchell, Arthur H., 28 S. Grove st., " " " "
- 4 Golden, Percy N., 72 W. Grand st., " " " "
- 5 Schweitzer, Wm., Englewood
- 6 Terhune, Albert, Gersfield
- 7 Harrison, Alonzo G., Jersey ave., Gloucester City
- 8 Randolph, Thomas, Monmouth st., " " " "**
- 9 Siltes, Townsend, Somerset st., " " " "
- 870 Taylor, Ch., 224 B'dway, " " " "
- 1 Fabian, Edw. L., Wash. & Ferry st., Hoboken
- 2 Steck, Manrice J., 63 Eighth st., " " " "
- 3 Kingsford, R. T., 94 Jones st., Jersey City
- 4 Lindsay, Clarence E., 549 Bramhall ave., " " " "
- 5 Miller, Wm. K., 325 Seventh st., " " " "
- 6 Nagle, John F., 390 Summit ave., " " " "
- 7 Lathrop, Louis E., 3204 Henderson st., " " " "
- 8 Brandage, Mrs. L. F., 102 Park st., Montclair
- 9 Porter, Highland, 141 Gates st., " " " "
- 580 Groves, R., Suydam st., New Brunswick**
- 1 Groves, C. A., Suydam st., " " " "
- 2 Holland, W. R., Hamilton st., " " " "
- 3 Aeb, Theo. G., 15 Green st., Newark
- 4 Austin, John E., 202 Commercial st., " " " "
- 5 Colinger, Miss Fannie, 208 Spring- " " " "
- field ave., " " " "
- 6 Dohn, Oscar A., 77 Summer ave., " " " "
- 7 Gould, Dr. W. M., 89 Halcyon st., " " " "
- 8 Linnett, Alex. M., 43 South st., " " " "
- 9 Styers, A. A., box 77, " " " "
- 590 Babcock, D. H., 73 Snyder st., Orange**
- 1 Bodmer, W. R., c/o Dodd & Wash. sts., " " " "
- 2 Cusack, Jas. H., 79 Cleveland st., " " " "
- 3 Leithridge, F. R., 42 Essex ave., " " " "
- 4 Reinhardt, Augustus, Rosedale Ceme- " " " "
- tery, " " " "
- 5 Terrell, Thos. E., 354 Scotland st., " " " "
- 6 Williams, Miss Virginia, box 48, " " " "
- Orange Valley " " " "
- 7 Emmons, Silas H., " " " "
- 8 Pontier, Wm., Columbia ave., " " " "
- 9 Van Ripper, A. L., 288 Hamilton ave., Paterson
- 600 Wheeler, Edgar P., 204 Market st., " " " "**
- 1 Dalrymple, Kren, Phillipsburg
- 2 Blackford, John L., 222 Madison ave., Plainfield
- 3 Buckley, Albion A., Summit
- 4 Barlow, Geo. H., Barlow Hotel, Trenton
- 5 Hill, Harry A., 40 E. State st., " " " "
- 6 Moore, Chas., 529 E. State st., " " " "
- 7 Smith, Chas. W., Vailsburg
- Over 126,000, NEW YORK, 223-17,546.**
- Bushwick Wheelmen. " " " "
- 608 Gerhardt, J. H., 71 Cooper, Brooklyn
- 15th Reg't C. B. " " " "
- 9 de Forest, Dr. H. E., 390 Hancock, " " " "
- 610 de Forest, Mrs. H. F., 369 Hancock, " " " "
- Titima C. C., " " " "
- 1 Paulsen, W. S., Dobbs Ferry
- 2 Carpenter, W. J. M. D., Ketchikan
- 3 Carpenter, Mrs. W. J., " " " "
- 4 Haymarket C. C., " " " "
- 4 Greely, William, Canal st., Fort Plain
- Confederate C. C., " " " "
- 5 Hennan, Thos. M., 71 24 ave., New York
- College & City of N. Y. B. C., " " " "
- 6 Bremer, Alexander, Jr., 60 East 86th, " " " "
- 7 Baer, A. R., 144 West 64th, " " " "
- 8 Gudeville, Dr. Rudolph H. E., 100 East 62d, " " " "
- 9 Palmer, Wm. F., 143 West 55th, " " " "
- 620 Thoma, August C., 430 West 37th, " " " "
- Mephisto C. C., " " " "
- 1 Moon, Max, 63 Second ave., " " " "
- 2 Lefferson, C. C., Wheelmen, " " " "
- 3 Beckmann, Frederick, Jr., New Brighton
- 4 Becker, Charles, Stapleton
- 5 DeJonge, C. E., box 281, " " " "
- 6 Kosciensky, Max, box 251, " " " "
- 7 Thompson A. G., box 680, " " " "
- 8 Von Dannenberg, R., " " " "
- 9 Heilmann, Frank P., West New Brighton
- Spalding Wheelmen, " " " "
- 6 Gerson, Geo. H., box 2815, Peekskill
- Van Cortlandt Wheelmen, " " " "
- 630 Cassella, Hiram, " " " "**
- Lake View Wheelmen, " " " "
- 1 Miner, George L., 40 East Ave., Rochester
- C. Y. M. A., " " " "
- 2 Hehn, Frank W., box 707, " " " "
- 3 Hehn, Charles L., 2 Almiral ave., " " " "
- 4 Bennett, William, 741 Broadway, Albany
- 5 Shaffer, Miss Frances, 487 Western " " " "
- 6 Rodgers, Prontice, 203 2d st., " " " "
- 7 Sweeney, Thos. F., 43 Liberty, " " " "
- 8 Jewell, Mrs. Eva, 304 Wash. ave., Batavia
- 9 Malt, Sedick, " " " "
- 640 Osborn, Lewis E., 53 Pine, Binghamton**
- 1 Bennett, Fred E., 174 Water, Brooklyn
- 2 Hughes, Henry T., 399 45th st., " " " "
- 3 Leonard, John, 543 Union, " " " "
- 4 Labbers, E. H., 459 Willoughby ave., " " " "
- 5 Muller, Chas. J., 78 Rogers ave., " " " "
- 6 Nicolay, W. A., 168 Montague, " " " "
- 7 Ross, Jas. G., 80 Logan, " " " "
- 8 Roberts, C. W., 1076 Bedford ave., " " " "
- 9 Sloan, W. J., 36 Lefferts pl., " " " "
- 650 Stevens, Henry T., 572 Herkimer st., " " " "**
- Smith, Frank Webb, 4 Azate Court, " " " "
- 2 Tunbridge, William, Hotel St. George, " " " "
- 3 Bishop, Charles H., 493 Nostrand ave., " " " "
- 4 Banks, Wm. O., 354 Scotch, " " " "
- 5 Buell, Charles H., 302 Jeff ave., " " " "
- 6 Cumming, J. D., Jr., 42 Downing, " " " "
- 7 Dibbell, D. C., 219 Wash. ave., " " " "
- 8 Featheringham, J. B., Hendrds, " " " "
- 9 Gordie, Miss J. Q., 322 Jay, " " " "
- 660 Gessell, Charles L., 256 Franklin, " " " "**
- 1 Millan, Edwin M., 468 Willoughby ave., " " " "
- 2 McElroy, John, 684 Erie ave., " " " "
- 3 Nesbitt, R. M., 6 Middagh, " " " "
- 4 Polevay, Vladimir P., 12 Russell pl., " " " "
- 5 Porter, Rev. Horace, 81 Columbia " " " "
- 6 Pell, Emma, 12 Russell pl., " " " "
- 7 Pell, Alexander, 12 Russell pl., " " " "
- 8 Polevay, Mrs. Vladimir, 12 Russell pl., " " " "
- 9 Pines, Wm. P., 292 Cumberland ave., " " " "
- 670 Richter, Chas. H., Jr., 621 McDonough " " " "**
- 1 Reinecke, Charles L., 43 Tompkins pl., " " " "
- 2 Rayne, W. E., 55 St. John st. pl., " " " "
- 3 Swain, James B., 313 Hart, " " " "
- 4 Terry, Everett E., 196 Lenox road, " " " "
- 5 Van Wyck, Augustus, County Court " " " "
- 6 Wimsatt, E. Percy, 96 Orange, " " " "
- 7 Walker, Mrs. Charles L., 466 Wash. " " " "
- 8 Clinton, Marshall, 58 Johnson pl., Buffalo
- 9 Bessette, R., 600 Masten st., " " " "
- 680 Hubbard, W. E., Giles & Co., " " " "**
- 1 Breed, Henry G., Giles & Co., " " " "
- 2 Hudson, Paul, 157 So. Hampton st., " " " "
- 3 Bruckey, J. P., 238 Swan, " " " "
- 4 Byrnes, Henry T., 1135 West 4th, " " " "
- 5 Crosby, John B., 35 Franklin, " " " "
- 6 Chubb, J. M., 652 Main, " " " "
- 7 Cummins, D. D., 652 Main, " " " "
- 8 Colson, Elliott R., 136 Park, " " " "
- 9 Erling, Clarence D., 32 Deerfield ave., " " " "
- 690 Hatch, Mason R., 51 Eastwood pl., " " " "**
- 1 King, E. A., Giles & Co., " " " "
- 2 Le G. S. E., 170 Norwalk ave., " " " "
- 3 Lejovsky, M. E., 44 N. Division, " " " "
- 4 Mitchell, C. E., 14 W. Seneca st., " " " "
- 5 Root, Mrs. Marshall J., 252 Delaware " " " "
- 6 Rogers, Dr. E. G., 121 Woodlawn ave., " " " "
- 7 Russell, W. A., 2568 Main st., " " " "
- 8 Stevens, F. M., 737 Norwalk ave., " " " "
- 9 Scott, Robert, 243 Parker ave., " " " "
- 700 Turner, John R., Hotel Broesel, " " " "
- 1 Wing, Watson E., 52 Woodward ave., " " " "
- 2 Hackett, Leonard, 185 East 3rd, East Morris
- 3 Kerchan, Thomas N., box 104, " " " "
- 4 Tuttle, Robert A., box 12, " " " "
- 5 Durst, F. W., box 708, Frankfurt
- 6 Greed, F. R., 42 Centre, " " " "
- 7 Steele, George C., 113 Main, Herkimer
- 8 Hahn, John H., " " " "
- 9 Van Schoonhoven, E., Lansingburgh
- 710 Walker, George T., 497 9th ave., " " " "
- Long Island City " " " "
- 1 Merritt, Alex., 41 W. Main, Middletown
- 2 Weber, Gustava, 206 N. Terrace ave., " " " "
- 3 Weber, Mrs. Cora, 206 N. Terrace ave., " " " "
- 4 Angenmeyer, George W., 220 St. Nicholas ave., New York
- 5 Baker, H. S., 154 Washington st., " " " "
- 6 Hooniglad, Lewis M., 11 East 125th, " " " "
- 7 Barnes, Miss Elizabeth A., 512 West 125th, " " " "
- 8 Dyer, Dr. J. G., 118 East 28th st., " " " "
- 9 Davis, Mrs. E. G., 70 5th ave., " " " "
- 720 Demmler, Edmund, 787 Columbia, " " " "**
- 1 Ford, John, 883 6th ave., " " " "
- 2 Frank, Israh, 347 East 49th, " " " "
- 3 Hahn, Chas. E., 418 West 147th, " " " "
- 4 Grassmann, Mrs. Chas., Villa ave., Bedford pk.
- 5 Joseph, Isaac A., 251 Fifth ave., " " " "
- 6 Knapp, Nathan, 213 West 11th, " " " "
- 7 Lindber, Charles, Jr., 98 1st ave., " " " "
- 8 Lederle, Louis J., 343 East 42d, " " " "
- 9 Laman, Richard C., 907 Broadway, " " " "
- 730 Norrell, Walter, 814 West 119th, " " " "
- 1 Mettner, Frederick, 444 West 44th, " " " "
- 2 More, George, 308 West 114th, " " " "
- 3 Stacey, Richard J., Jr., 111 East 106th, " " " "
- 4 Neuhale, Chas. E., 418 West 147th, " " " "
- 5 Marr, Frank R., 108 6th ave., " " " "
- 6 Smith, Robert F., 287 West 4th, " " " "
- 7 Smolenski, William, 762 Broadway, " " " "
- 8 Savage, L. Chas., 70th, " " " "
- 9 Timpon, Arthur T., 218 West 128th, " " " "
- 740 Timpon, Mrs. Arthur T., 213 West " " " "**
- 1 Vanden, James C. P., M. D., 344 West 23d, " " " "
- 2 White, Theodore G., 30 West 20th, " " " "
- 3 Ackerman, Chas. C., 575 Madison ave., " " " "
- 4 Benson, Leonidas H., 25 Liberty st., " " " "
- 5 Henge, Robert, 417 West 43d, " " " "
- 6 Benjamin, Mrs. Eugene S., 336 West 88th, " " " "
- 7 Brown, D. Walter, 111 Broadway, " " " "
- 8 Cook, Henry F., 264 Columbia ave., " " " "
- 9 Clark, Wm. C., box 2220, " " " "
- 750 Briscoll, Robert, 85 Liberty, " " " "**
- 1 Dook, Laura V., 374 West 116th, " " " "
- 2 Doane, Herbert L., 46 Water st., " " " "
- 3 Duberty, R. Emmet, 34 Pine st., " " " "
- 4 Faber, Gwiltre R., 124 2d ave., " " " "
- 5 Foody, James J., 2290 8th ave., " " " "
- 6 Galtman, S., 32 West 47th, " " " "
- 7 Gellagher, T. A., 477 Fourth ave., " " " "
- 8 Thomas, Thomas J., 1687 Bathgate " " " "
- 9 Hutchins, James H., 262 Fifth ave., " " " "
- 760 Hennessey, Forbes J., 117 East 18th, " " " "**
- 1 Halm, George R., 124 2d ave., 29th, " " " "
- 2 Kiefer, Ernest, 315 East 93d, " " " "
- 3 Kridel, Samuel, 27 East 76th, " " " "
- 4 Kahn, Julius, 61 East 83d, " " " "
- 5 Kuhl, Sigfried, 104 East 83d, " " " "
- 6 Leake, Dr. H. B., 40 East 58th, " " " "
- 7 Lorge, H., 933 Columbia ave., " " " "
- 8 Loenders, George, 218 1st st., " " " "
- 9 Klein, Stephen, 104 East 83d & 1st ave., " " " "
- 770 Moody, R. C., 27 Pine, " " " "**
- 1 Miller, Frank J., 685 East 164th, " " " "
- 2 Moore, Walter J., 419 8th ave., " " " "
- 3 Moore, Miss Elizabeth W., 613 Fifth " " " "
- 4 Newhouse, H., 9792 2d Ave., " " " "
- 5 Nicoll, Donald, 146 Bowery, " " " "
- 6 O'Brien, John, 224 West 82d, " " " "
- 7 Rauner, M., 142 East 83d, " " " "
- 8 Russell, Robert H., 128 West 91st, " " " "
- 9 Sner, Edwin, 239 East 33d st., " " " "
- 780 Sanford, L. H., 185 East 30th, " " " "**
- 1 Nigralan, Douglas, 317 Lenox ave., " " " "
- 2 Stamm, W. H., 145 Amsterdam ave., " " " "
- 3 Torrance, Alexander, 13 Cotton Exchange, " " " "
- 4 Tompkins, Daniel I., 224 West 82d, " " " "
- 5 Tieeler, Max R., 118 East 116th, " " " "
- 6 Teot, C., 249 8th Ave., " " " "

- 7 Zempliner, Wm. W., 216 East 7th, " " " " " "
- 8 Guggenheimer, Jay C., 182 Nassau, " " " " " "
- 9 Hecht, A. Aaron, 94 Cliff, " " " " " "
- 10 Koper, Hugo, 126 Greene, " " " " " "
- 11 Schlesinger, Leo, 27th st. & 9th ave., " " " " " "
- 12 Schiffer, Walter A., 119 East 90th, " " " " " "
- 13 Wink, C., " " " " " "
- 14 Pike, A. L., Orchard Park, " " " " " "
- 15 Lagerquist, Erik, Oxford Depot, " " " " " "
- 16 Jerry, A. F., Pittsburgh, " " " " " "
- 17 Van Dunsen, R. H., 10d. st. & 21st, " " " " " "
- 18 Pittsburgh Barracks, " " " " " "
- 19 Hall, W. B., Nelson House, Poughkeepsie, " " " " " "
- 20 Christian, John H., 78 Davis, Rochester, " " " " " "
- 21 Lorch, Florence H., 54 University, " " " " " "
- 22 Lewis, Martin E., 37 Elwood b'd'g., " " " " " "
- 23 Lewis, Miss Florence, 66 South ave., " " " " " "
- 24 Murphy, John M., 226 Powers Block, " " " " " "
- 25 Padden, Mrs. R. H., 35 Franklin, " " " " " "
- 26 Remington, Harvey F., 12 Elwood, " " " " " "
- 27 b'd'g., " " " " " "
- 28 Smith, Miss Plima, 83 Richmond Park, " " " " " "
- 29 Willard, Ernest R., cr. Democrat & " " " " " "
- 30 Chronicle, " " " " " "
- 31 Lewis, Alfred H., " " " " " "
- 32 Johnson, R. C., 401 Howard, Syracuse, " " " " " "
- 33 Riley, Wm. H., 1000 W. Genesee, " " " " " "
- 34 Willard, Chas. R., 348 Warren, " " " " " "
- 35 Merriman, Edwin H., Sanford's Corners, " " " " " "
- 36 Deming, C. M., 15 Myndrade, Schenectady, " " " " " "
- 37 Stocum, Le Roy M., " " " " " "
- 38 Miller, Jno. B., 263 Fifth st., So. Brooklyn, " " " " " "
- 39 Downes, Charles, Southampton, " " " " " "
- 40 Enock, R. W., box 127, " " " " " "
- 41 Cureau, Albert, Tarrytown, " " " " " "
- 42 Brown, M. D., Texas Valley, " " " " " "
- 43 Clarr, J. W. A., 28 Second, Troy, " " " " " "
- 44 McKay, Joseph, 245 4th st., " " " " " "
- 45 Moore, W. G., 173 Fifth ave., " " " " " "
- 46 Correll, Warren M., Victor, " " " " " "
- 47 Henderson, Wm. M., 18 Main, Watertown, " " " " " "
- 48 Brower, W. G., 602 23d, Watervliet, " " " " " "
- 49 Dearstyne, Wm. A., 107 25th st., " " " " " "
- 50 McName, Henry J., 6th ave. & 18th st., " " " " " "
- 51 Swaling, C. Elmer, 1343 3d ave., " " " " " "
- 52 Godfrey, Jno., " " " " " "
- 53 Westchester, " " " " " "
- Over 126,000, NORTH CALIFORNIA, " " " " " "
- 54 1-1,600, " " " " " "
- 55 Alameda Cyclers, " " " " " "
- 56 Marks, W. M., 1019 Central ave., Alameda, " " " " " "
- 57 Redwood City W., " " " " " "
- 58 Culler, C. C., Redwood City, " " " " " "
- 59 Small, Simon, " " " " " "
- 60 Cal. C. C., " " " " " "
- 61 Christopher, C. M., 501 Stanyan st., San Francisco, " " " " " "
- 62 Olympic Cyclers, " " " " " "
- 63 Sitton, W. H., Anglo Cal. B'k., " " " " " "
- 64 Alpha C. C., " " " " " "
- 65 Kneel, Miss L. C., 116 Oak st., " " " " " "
- 66 Tilden, Miss F. J., 116 Oak st., " " " " " "
- 67 Stockton B. C., " " " " " "
- 68 Bennett, Norman A., 326 E. Main, Stockton, " " " " " "
- 69 Unattached, " " " " " "
- 70 Rogers, Jesse, 1019 Central ave., Alameda, " " " " " "
- 71 Coughlin, John H., Grass Valley, " " " " " "
- 72 Thomas, Thomas M., " " " " " "
- 73 Kennedy, Thomas, " " " " " "
- 74 Mulford, Geo. N., 315 2d ave., San Francisco, " " " " " "
- 75 Heiding, Bert R., Santa Cruz, " " " " " "
- 76 Jones, Milton, High st., " " " " " "
- 77 Chase, John R., " " " " " "
- 78 Dutton, J. L., 324 Mission st., " " " " " "
- 79 Enright, Joseph, " " " " " "
- 80 Ramer, Frank, Church st., " " " " " "
- 81 Palmer, S. A., " " " " " "
- 82 Walsh, John M., 124 Pacific ave., " " " " " "
- 83 Whitney, E. O., 36 Soquel ave., Soquel, " " " " " "
- 84 Angell, F. A., " " " " " "
- 85 Wyman, A. W., " " " " " "
- Over 126,000, NORTH CAROLINA, " " " " " "
- 86 47, " " " " " "
- 87 Unattached, " " " " " "
- 88 Davis, J. W. C., 324 Charlotte st., Asheville, " " " " " "
- Over 126,000, OHIO, 12-2,14, " " " " " "
- 89 Dayton B. Club, " " " " " "
- 90 Congdon, George, S. Williams st., Dayton, " " " " " "
- 91 Davies, Horne, W. Third st., " " " " " "
- 92 Dawson, O. R., S. Horace st., " " " " " "
- 93 McCollan Frank, N. Sunset ave., " " " " " "
- 94 Smith, James A., Ferry st., " " " " " "
- 95 Wood, F. J., Jr., 131 N. Main st., " " " " " "
- 96 Lima L. A. W. C., " " " " " "
- 97 Beall, J. W., box 647, Lima, " " " " " "
- 98 Dunfield, W. H., 471 N. Elizabeth, Lima, " " " " " "
- 99 Unattached, " " " " " "
- 100 Fraser, Harry E., 8610 Columbia ave., Cincinnati, " " " " " "
- 101 Shackleton, Charles, 171 Prospect, Cleveland, " " " " " "
- 102 Samett, F., 122 Euclid, " " " " " "
- 103 Penne, E. T., 245 Wood ave., Newark, " " " " " "
- Over 126,000, OREGON, 2-270, " " " " " "
- 104 Y. M. C. A. C. C., " " " " " "
- 105 Miller, G. W. H., care Walls, Fargo, " " " " " "
- 106 Unattached, " " " " " "
- 107 Cook, Louis F., Hotel Pendleton, Pendleton, " " " " " "
- 108 Edmunds, Thomas M. (Southern Pacific), " " " " " "
- 109 Car Shops, Station A., Portland, " " " " " "
- Over 126,000, PENNSYLVANIA, " " " " " "
- 110 8,960, " " " " " "
- 111 Mercury W. C., " " " " " "
- 112 Brey, Jos. R., 394 Chew, Allentown, " " " " " "
- 113 Gouda, J. F., 202 Lehigh st., " " " " " "
- 114 Gablett, M. S., 723 Union st., " " " " " "
- 115 Kline, Oscar E., 17 N. 8 st., " " " " " "
- 116 Lindenmatt, A. N., 24 N. 6 st., " " " " " "
- 117 Roming, Morris, 705 Hamilton st., " " " " " "
- 118 Schwyzer, E. C. H., 436 Turner st., " " " " " "
- 119 Wolfe, Chas. F., 106 N. 8 st., " " " " " "
- 120 Siegler, Geo. P., Front st., Coplay, " " " " " "
- 121 Ashland C. C., " " " " " "
- 122 Ashland Fred W., " " " " " "
- 123 Connellville W., " " " " " "
- 124 Case, Ralston, box A., Connellville, " " " " " "
- 125 Stauffer, Geo. W., box 755, " " " " " "
- 126 Arrow C. C., " " " " " "
- 127 McCleight, Mrs. B. B., 119 Weber ave., " " " " " "
- 128 Easton W., " " " " " "
- 129 Semple, Clarence H., 127 N. 4 st., Easton, " " " " " "
- 130 Wisniewski W., " " " " " "
- 131 Metzger, Augustus, 74 W. Johnson st., Germantown, " " " " " "
- 132 W. W. C., " " " " " "
- 133 Thurston, Daniel J., Allegheny, Jersey Shore, " " " " " "
- 134 Latrobe B., " " " " " "
- 135 Pottoff, H. R., box 75, Latrobe, " " " " " "
- 136 New Brighton W., " " " " " "
- 137 Davidson, R. J., New Brighton, " " " " " "
- 138 Elversson, Howard W., " " " " " "
- 139 Hooper, Geo. W., box 642, " " " " " "
- 140 Hoopes, Chas. L., box 642, " " " " " "
- 141 Johnson, D. L., box 600, " " " " " "
- 142 McMahon, R. H., box 440, " " " " " "
- 143 Wilde, M. C., " " " " " "
- 144 Couch, Edgar E., Fallston, " " " " " "
- 145 Fairhill W., " " " " " "
- 146 Baughton, Louis, 2605 N. 4 st., Philadelphia, " " " " " "
- 147 Raser, Geo., Philb & Cambria ave., " " " " " "
- 148 Laycock, John, 546 W. Lehigh ave., " " " " " "
- 149 Tracy, Michael, 1005 W. Lehigh ave., " " " " " "
- 150 Pa. H. C., " " " " " "
- 900 St. Raphael, 1540 N. 29 st., " " " " " "
- 151 P. R. Y. M. C. A. C., " " " " " "
- 152 Reinard, Wm. H., 5533 Jefferson st., " " " " " "
- 153 Philor W., " " " " " "
- 154 Eschmeyer, V. E., 1007 Summer st., " " " " " "
- 155 West Side W., " " " " " "
- 156 Bertine, Chas. W., 245 S. Main st., " " " " " "
- 157 Scranton, " " " " " "
- 158 Smith, E. B., 227 Ash st., " " " " " "
- 159 Union B. C., " " " " " "
- 160 Dora, Allen T., 48 Second ave., " " " " " "
- 161 W. Bethlehem, " " " " " "
- 162 Spinney, Thos. R., box 133, Ashland, " " " " " "
- 163 MacLaine, H. S., Stiles b'd'g., Allentown, " " " " " "
- 164 Beyer, James R., 714 8th ave., Altoona, " " " " " "
- 165 Keller, Elmer H., " " " " " "
- 910 Patterson, I. E., M. D., Benton, " " " " " "
- 166 Long, Harry, " " " " " "
- 167 Smith, J. C., Bradenville, " " " " " "
- 168 Crosby, J. Maurice, Bradford, " " " " " "
- 169 Haselton, Frank P., " " " " " "
- 170 Miller, F. A., " " " " " "
- 171 Smith, Wm. Warren, " " " " " "
- 172 Southern, H. S., Jr., 104 Congress st., " " " " " "
- 173 Broder, W. J., 37 Jackson ave., " " " " " "
- 174 Rihner, H. S., box 46, " " " " " "
- 920 McFarland, J. K., Brein, " " " " " "
- 175 McInnis, W. W., Brockwayville, " " " " " "
- 176 James, Ernest, Rockport, " " " " " "
- 177 Koch, Joe, " " " " " "
- 178 Thoma, Frank, Canton, " " " " " "
- 179 Kriller, Wm. P., Clearfield, " " " " " "
- 180 LaBarr, Chas. E., " " " " " "
- 181 Rile, Chas. H., 200 Harry st., Conoshohocken, " " " " " "
- 182 Fife, Fred, " " " " " "
- 9 Greely, Geo. R., " " " " " "
- 930 11sten, Mrs. Walter, Brady st., Du Bois, " " " " " "
- 183 Galt, Clarence H., Paxinos ave., Easton, " " " " " "
- 184 Gablett, M. S., " " " " " "
- 185 Porter, J. Madison, 53 N. 3d st., " " " " " "
- 186 Weaver, Jas. W., cr. Thomas Iron Co., " " " " " "
- 187 Post, Henry L., 919 E. 21st st., Erie, " " " " " "
- 188 Arnold, Fred, 11th & French, " " " " " "
- 189 Walton, Edwin, 447 Wyobrocking, " " " " " "
- 190 Frankford, " " " " " "
- 191 Stearly, Ralph R., 4638 Penn ave., " " " " " "
- 192 Chase, Chas. F., 76 Fishers Lane, Germantown, " " " " " "
- 940 4 Farr, Miss Frances W., 8500 Green st., " " " " " "
- 193 Beck, F. Leon, Hazelton, " " " " " "
- 194 McHenry, Wm. Westmont, Johnstown, " " " " " "
- 195 Morzan, Joseph, Jr., 408 Franklin, " " " " " "
- 196 Foringer, Chas. E., Kaylor, " " " " " "
- 197 Miles, Thomas, " " " " " "
- 198 Karatz, B. C., box 65, McKees Rocks, " " " " " "
- 199 Jabb, Geo. S., " " " " " "
- 200 11lthelr, Mrs. G. C., " " " " " "
- 201 Mattizini, Claudius, McSherrytown, " " " " " "
- 950 Mt. Oliver, " " " " " "
- 1 Allis, F. E., 655 Highland ave., Mendville, " " " " " "
- 2 Wents, H. L., box 770, " " " " " "
- 3 Allen, Chas. T., 102 Pearson Mill st., New Castle, " " " " " "
- 4 Ramman, J. Howard, 56 E. Washington, " " " " " "
- 5 Appleman, Leighton F., Newtown, " " " " " "
- 6 Corson, Walter A., " " " " " "
- 7 Shannon, W. M., New Bedford, " " " " " "
- 8 Stephenson, Wm. B., New Washington, " " " " " "
- 9 Cunningham, John H., 801 Green st., Norristown, " " " " " "
- 960 Smith, Harry L., 25 E. Main st., " " " " " "
- 10 1 Alway, Isaac, 18 S. Broad st., Philadelphia, " " " " " "
- 11 Campbell, Joseph V., 620 S. 2d st., " " " " " "
- 12 Crowell, Geo. G., 136 S. 4th st., " " " " " "
- 13 Kittinger, John M., 635 Market st., " " " " " "
- 14 Fuller, Edwin L., 1838 Thompson st., " " " " " "
- 15 Finnegan, Joe P., 325 N. 6th st., " " " " " "
- 16 Herrell, Sylvia C., 1724 N. 19th st., " " " " " "
- 17 Jones, E. Russell, 12th & Chestnut st., " " " " " "
- 18 Kay, Wm. E., 2435 Fairmount ave., " " " " " "
- 970 Ninkelson, Chas., 230 S. 10th st., " " " " " "
- 19 Steel, Francis Pasa, Jr., 226 N. 18th st., " " " " " "
- 20 Tralser, Joseph C., 34 N. 6th st., " " " " " "
- 21 Tinsman, Robt. B., 1745 N. 20th st., " " " " " "
- 22 Wendler, Bern., 1825 Wellington st., " " " " " "
- 23 Young, Robert W., 1900 Chestnut st., " " " " " "
- 24 Eysenbach, Louis, Jr., 611 N. 10th st., " " " " " "
- 25 Ashby, Bernard, 1808 N. 13th st., " " " " " "
- 26 Ashton, Dr. W. Easterly, 2011 Walnut st., " " " " " "
- 27 Anner, S., box 175, " " " " " "
- 980 Bacon, Horatio W., 2200 Washington st., " " " " " "
- 28 Baltimore, Walter F., 918 Vine st., " " " " " "
- 29 Brown, John, Jr., 523 Kinkaid st., " " " " " "
- 30 Boyie, Jas. P., Fairhill & Cumberland st., " " " " " "
- 31 Clement, Miss Mae, 3740 Fowleton ave., " " " " " "
- 32 Clark, W. N., 1022 Race st., " " " " " "
- 33 Davis, B. Frank, 722 N. 10th st., " " " " " "
- 34 Finter, Chas. W., 4900 Woodland ave., " " " " " "
- 35 Trisham, H. H., 2420 Frankford ave., " " " " " "
- 36 Daly, John T., 2901 Richmond st., " " " " " "
- 37 Gann, Hugh J., 660 N. 34th st., " " " " " "
- 38 11rider, Mary L., 1112 Pine st., " " " " " "
- 39 Hahn, W. T., Overbrook, " " " " " "
- 40 Hering, W. E., 917 Fulbert st., " " " " " "
- 41 Heard, Ida, 219 S. 13th st., " " " " " "
- 42 Johnson, Mrs. L. M., 464 Marshall st., " " " " " "
- 43 Kiefer, Sam'l H., 447 Marshall st., " " " " " "
- 44 Leopold, Bertram, 1632 Franklin st., " " " " " "
- 45 Leuchstein, S. K., 555 Chestnut st., " " " " " "
- 46 Mass, Isaac, 304 Cherry st., " " " " " "
- Over 127,000, " " " " " "
- 000 11ass, Mrs. Francis, 304 Cherry st., " " " " " "
- 47 Middleton, Edward M., 47 N. Front st., " " " " " "
- 48 Moore, C. H., box 1136 Montgomery ave., " " " " " "
- 49 Moore, Mrs. Fannie, box 1136 Montgomery ave., " " " " " "
- 50 Mastruca, Fred J., 1032 Ogden st., " " " " " "
- 51 McConch, David, Rm. 468 City Hall, " " " " " "
- 52 Morris, Henry, D., 10th & 16th st., " " " " " "
- 53 McBride, Geo., 2454 Kimball st., " " " " " "
- 54 Neavil, Wm. G., 2873 Lee st., " " " " " "
- 55 11O Connell, Miss Mary J., 122 Spruce st., " " " " " "
- 910 Patterson, John A., Rm. 81, 420 Walnut st., " " " " " "
- 1 Patterson, Thos., Rm. 81, 420 Walnut st., " " " " " "
- 2 Patterson, Maurice P., Rm. 81, 420 Walnut st., " " " " " "
- 3 Penrose, Dr. Chas. B., 1818 Walnut st., " " " " " "
- 4 Penrose, Mrs. Katherine D., 1818 Walnut st., " " " " " "
- 5 Prendergast, Dr. Jas. F., 3833 Spring Garden, " " " " " "
- 6 Reiley, Jos. T., 134 McKean, " " " " " "
- 7 Rutton, J., 1348 S. 46 st., " " " " " "
- 8 Risher, Theodore, 2037 Turner st., " " " " " "
- 9 Shoemaker, W. W., 227 N. 3d st., " " " " " "
- 920 11peakman, Miss Jennie M., 1502 Arch st., " " " " " "
- 1 Walton, Bern., 152 N. 15th, " " " " " "
- 2 Cooke, Miriam V., Naval Hosp. Grays Ferry Road, " " " " " "
- 3 Cross, Herbert, 1209 North 52d, " " " " " "
- 4 Campbell, J. G., 4mler st. & Friend-ship ave., " " " " " "
- 5 Marshall, R. H., Lafayette st., " " " " " "
- 6 Tracy, Wm. F., 139 Howe st., " " " " " "
- 7 Alexander, Fred D., 425 College ave., " " " " " "
- 8 Baker, H. D., 802 Tradesmen's b'd'g., " " " " " "
- 9 Bailey, Sam'l, Jr., Union Storage Co., " " " " " "
- 930 11eymer, Mrs. Nettie J., 706 Ivy st., " " " " " "
- 2 11onnett, Miss Marguerita W., 5718 Howland, " " " " " "
- 3 Breitwieser, A. G., S. 22d & Wharton, " " " " " "
- 4 Booker, Jno. R., 329 Collins ave., " " " " " "
- 5 Pricke, Jas. H., Iowa st., " " " " " "
- 6 Hawkin, Chas. N., S. Sheridan ave., " " " " " "
- 7 Hemphill, Wm. A., 210 4th ave., " " " " " "
- 8 Johnston, Cline, 696 5th ave., " " " " " "
- 9 Matthews, Isaac, 87 Logan st., " " " " " "
- 940 11cClintan, N. E., 111 North st., " " " " " "
- 1 Parker, J. W., 445 N. Linden ave., " " " " " "
- 2 11uch, Miss Sally, Winthrop st., " " " " " "

3 "Ruch, Miss Lillian M., Winthrop st., "	8 Nottage, Frank H., box 872, "	Over 127,000, WEST VIRGINIA, 3-185.
4 "Reed, Kate J., 716 Ashburn ave., "	Unattached.	Unattached.
5 Cummings, H. W., Jr., Pottsville	9 Garnett, Joseph H., 30 Howard st., Newport	107 Mitchell, L. Neville, Charles Lara
7 Steiner, Dr. A., Redbank	1 Bedford, John, 54 Arnold st., "	1 Van Arsdale, Wm., 1506 College ave., "
8 "Bendley, Sarah H., box 36, Saint David's	2 Doolittle, Jas. R., 327 Westminster st., "	Over 127,000, WISCONSIN, 22-1,614.
9 Gosling, Adolph, "	3 McColoy, Bartholomew, 84 Linwood ave., "	Badger W.
000 Jameson, G. L. S., "	4 Thomsen, Alexander, 75 Wendell st., "	110 Kiefer, Fred J., 1720 State st., Milwaukee
1 "Hammett, Mrs. Mary C., box 28, "	Over 127,000, SOUTH CALIFORNIA, 9-347.	Unattached.
2 Hobbs, Wm., 812 Monroe ave., Scranton	San Diego W.	Unattached.
3 Wolf, W. N., 321 Clay ave., "	085 Todd, Geo. M., Custom House, San Diego	Unattached.
4 Clauser, Gardeu Grant, 226 W. Oak, Shenandoah	9 Thompson, J. A. E., box 798, "	Unattached.
5 Brown, Henry B., 431 N. 32d, W. Philadelphia	7 Adams, Earl T., 356 So. Broadway, Los Angeles	Unattached.
6 Heakes, Wm., Wellsboro	8 Danziger, Jake, 210 W. 5d st., San Diego	Unattached.
7 Bedford, Thomas A., 67 Dana st., Wilkes Barre	9 Gibson, Walter M., 35 So. Broadway, "	Unattached.
8 Newberry, W. F., cr. Fowler, Dick & Walker, 19 S. Main st., "	000 Legie, John H., 121 So. Broadway, "	Unattached.
9 Wood, Harry A., 639 S. Franklin, Wayne	1 Greer, Wm. L., 447 So. Raymond ave., "	Unattached.
000 Carr, F. W., box 9, "	2 Decatur, J. G., 635 19th st., San Diego	Unattached.
1 Moses, Rev. Jno. Robert, "	3 McVackin, James F., Wilmington	Unattached.
2 "Hall, Annie H., "	Over 127,000, VERMONT, 1-110.	Unattached.
3 "Smuelley, M. Ella, "	004 Simonds, J. G., 63 High st., Brattleboro	Unattached.
4 "Smuelley, Mrs. Katharine E., "	Over 127,000, VIRGINIA, 5-125.	Unattached.
5 Ware, A. M., "	County C. of Norfolk.	Unattached.
6 Scholl, Harry T., 861 Louisa st., Williamsport	005 McIntosh, Geo., 31 Bank st., Norfolk	Unattached.
7 Gibson, Chas. L., 738 Grace st., "	6 McIntosh, Chas. F., 72 Freeman st., Winchester W. C.	Unattached.
8 Haines, Wm. Ella, 151 W. 4 st., "	7 Smith, German, Jr., Winchester	Unattached.
9 Ward, Fred H., 887 Centre st., "	Unattached.	Unattached.
Over 127,000, RHODE ISLAND, 15-861.	8 Bell, O. C., Bedford City	Unattached.
000 Porthanett.	9 Hall, W. W., 708 W. Cary st., Richmond	Unattached.
010 Bailey, H. P., 162 Thames st., Newport	Over 127,000, WASHINGTON, 7-61.	Unattached.
1 Haid, Christian, 9 Broadway, "	100 Riblett, W. S., Mt. Vernon	Unattached.
2 Knight, F. N. W., 166 Third st., "	1 Hings, C. R., "	Unattached.
3 Lawton, A. W., 70 Bridge st., "	2 Draper, J. W., Lock Box, Tacoma	Unattached.
4 Vollmer, Gottlieb, 16 Washington sq., Narragansett	3 Brown, Frederick A., Wash. 510's, "	Unattached.
5 Baxter, Wm. F., 41 Arthur ave., Providence	4 McLean, John, 609 So. G. st., "	Unattached.
6 McIntosh, Sam'l F., 45 Grand Vein st., "	5 Toney, A. C., 1513 Pacific ave., South Tacoma	Unattached.
7 de Renard, Emil G., 270 Pine st., "	6 Miller, C. P., "	Unattached.
Monarch W.		

Let us scatter seeds of kindness
All along life's weary track,
But never throw, where'er we go,
A single carpet tack.

ONE of the absurd railway rules in connection with the law requiring bicycles to be carried free in this State is that passengers wishing bicycles checked must present them to the baggage-master at least fifteen minutes before train time. This is not required in the case of any other kind of baggage. It is obviously a part of the scheme to discourage the taking of "wheels" on trains. It is not a reasonable rule, and we doubt whether it could stand the scrutiny of the court.—*N. Y. Tribune.*

The theatre had came very high
Till the journals sat upon it;
And now, alas! it's crushed into
A big, wide opera bonnet.

A. MABEL RAITZ.

A MEMBER of Parliament was recently fined half-a-sovereign and costs for riding "to the common danger" in St. George's Place, Knightsbridge. Oh, those awful scorchers.

WITH muddy roads, horses and wagons should be included in the farmer's sinking fund.

The doctors used to bleed mankind
For every ill that they might find;
But, since a deeper view they took,
They simply bleed the pocket-book.

NEVER put off till tomorrow what you can put off till the day after.

THE annual national cycle expositions will be held in January and February, 1897. Two shows will be held, one in Chicago and the other in New York. The western show will be held first; it will be opened on January 23. The eastern show, to be held in New York, will be open on Saturday, February 6.

Two English cyclists recently rode a tandem 183 miles in twelve hours.

A RACE between one-legged cyclists was a recent attraction at a race Meet in Scotland.

• MORE and better roads are being built this year than ever before. What are you doing in your vicinity?

THE Providence Athletic Association has issued a book containing its charter, constitution, by-laws and house rules. It's about the neatest piece of printing—type, ink and paper—it is possible for artists to produce.

HUGH S. GAMBEL, of the Palmer Wheelmen, New York city, is actively interesting himself in establishing a "Bicycle Relief Corps." The purpose is to train wheelmen so they may care for those injured while riding in localities where medical aid cannot be promptly secured.

SIGN your name, especially if you expect us to print your complaint.

QUERIES AND ANSWERS

C. J. B.:—Thanks for your kind words. No, we don't publish every old thing that comes along. We can't publish yours.

No. 73,575:—You say you are not a "scorcher." The composition of your letter almost convinces one to the contrary.

F. C. B. AND OTHERS:—The "easiest saddle" is the kind all are after. Read the advertisements.

No. 111,792:—Boston is chock full of wheelmen. Lanterns are not required here. The number of accidents is believed to be very low. If a wheelman desires to do much night riding he may light his lamp. If he wishes to ride a block for a drink of soda (nothing stronger is permitted on the wheel), he goes without a lamp. Too many "have to" laws are very bothersome at times.

L. D. S.:—The trouble with your cycle saddle may be due in part, at least, to the stretching and sagging of the leather by which the peak is practically raised, so that it occupies a higher position relatively to the seat. Most saddles are easily tightened.

"FUTURE APPLICANT":—Members are not always expelled from the L. A. W. for misconduct on the race track, *i. e.*, for riding in unsanctioned races or competing with suspended riders, etc., but they are often suspended from racing, whether they are League members or not.

There is no L. A. W. rule to "prevent" any rider from entering once and riding in any race, whether sanctioned or not, or against his competing with whomever he please; but he could be, and would be, prevented from afterward entering any sanctioned race if his misdoing became known to the Racing Board.

74,086:—Yours in reference to New Jersey bicycle law is received. Kindly send us exact copy of the law, also your name.

A. A. M., CHICAGO:—For information about road books, etc., always address the secretary-treasurer of the State about which the information is wanted. All addresses of L. A. W. officers are printed *every week* in this paper.

H. N. G., "Gnashaway," N. H.:—Your article is received, but it is too long for our use. We want short, sharp, snappy stories, and more of them.

ORLANDO:—No, there are no lodge meetings required of a League member. The L. A. W. does not possess a goat. There are no initiation exercises. You pay your money, get your ticket and go your way rejoicing.

JAMES K. STEWART, League Repairer, Lockland, O.:—We cannot notice the opening of League repair shops. There are many of them.

119,305:—Celluloid tickets have already been tried and are not satisfactory.

A SINGULAR COINCIDENCE.

"OLD WHEELMAN": 1. The League had exactly the kind of a paper you suggest during the first fourteen years of its existence.

2. Yes, we feel that we could command the talent to turn out just such a paper.

3. We will be perfectly frank with you "Old Wheelman," and let you in on the ground floor as to the process of reasoning which leads us to "hold our base." You see there is a growing suspicion that the L. A. W. membership is in some mysterious fashion affected by the character of the weekly paper. Now that conclusion *may* be entirely wrong, you know, but it is seriously entertained by a few of the more superstitious. We cannot find it in our heart to condemn them, either, from the fact that the membership has increased more in the last fourteen months (*i. e.*, during the publication of the "inane jokes," etc.) than it did during the preceding fourteen years, when the *L. A. W. BULLETIN* was conducted as you would have it. You are entitled to your belief that the one fact is in no way responsible for the other. But it is an interesting coincidence: now, isn't it?

WHAT IS A SIDEWALK.

The question is asked whether a curbstone is necessary in order to constitute a legal sidewalk. We should say, decidedly not; the curbstone is an emblem of aristocracy, and usually exists only on streets which have some sort of paving; there is a far greater mileage of uncurbed sidewalks. Any portion of a highway which is set apart and improved by the authorities for pedestrians, and from which teams are excluded, is a sidewalk, even though it be made of mud.

PERSONAL.

If the party who sat on the lower bench of the bleachers at the "Herald Ice Fund Bicycle Races" at Manhattan Beach, Saturday, July 25th, and refused to allow others to pass him, will kindly send his address to this office, we can put him in communication with two young men who would be glad to punch his head. He had the word "central" embroidered on his coat collar, and was chewing something,—presumably gum. If he is a League member the membership committee would also like to have his name and address.

Columbia Bicycles

FILL THE BILL.

Perhaps you pay a little more for a Columbia in the beginning. It is wise economy in the end as well as in the beginning.

\$100 TO ALL ALIKE

The Columbia Catalogue is admittedly the handsomest production of the year. It tells fully of the details of Columbias and Hartfords, and should be read and preserved by every cyclist. Free by calling on the Columbia agent, or by mail for two 2-cent stamps.

POPE MANUFACTURING CO.
HARTFORD, CONN.

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.

ALL COLUMBIA BICYCLES ARE FITTED WITH
Hartford Single-Tube Tires
UNLESS TUNING TIRES ARE ORDERED FOR
WE KNOW OF NO TIRES SO GOOD AS HARTFORDS.

..HARTFORD TIRES..



A consistent union of elasticity and strength puts Hartford Tires nearest perfection. This is due to six years of continuous, persistent practice in the art of tire making.

COST MOST. WORTH MOST.
INSIST UPON HAVING THEM.

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

BRANCHES:

100 Chambers St., New York 136 Lake St., Chicago
910 Filbert St. Philadelphia 8 Queen St., E. Toronto, Ont.

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1759 St. Charles Ave., New Orleans



AND THEY CALLED IT A "ROAD"

It is easy enough to settle down by the sea during the hot spell, but, oh, it's hard to settle up.

LET the golden thread of pleasure run through the whole pattern of your toil.

SHE always called him "Birdie,"
But did not dare to say
It seemed so pat to call him that
Because he was a "jay."

ARE the members of your household happier when you are with them?

When the clock struck ten and Eve's mamma
Told Adam he must leave,
He did n't say "good-night," but, ah!
He often said, "good Eve."

If you can't go away on a vacation plan to have a good time about home.

MAKE the most of your moments, and your years will make the most of themselves.

THE LAW BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, August 21, 1896.

No. 8.



A Psalm of Life.

IN THE world's broad field of battle,
Where each one must bear his load,
Be not like dumb-driven cattle:
Get a hoe and fix the road.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

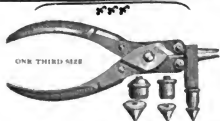
Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION 62 116

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... HERE IT IS ...



...THE **SIMPLEX** **BICYCLE TIRE REPAIR TOOL**

With which you can mend any size puncture in single or double tube tires. The only repair tool in the market that uses

\$1.75**TAPERING SOLID RUBBER PLUGS**

Easy to insert in a punctured tire, but cannot slip out.

Send Five 2-Cent Stamps for Samples of Assorted Sizes.

MANUFACTURED ONLY BY

BICYCLE APPLIANCE CO.

1004 Walnut Street,

Illustrated Booklet Free Mention Bulletin. Philadelphia.

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840

**Lovell ...
Diamond
Bicycle ..**

Our wheels for 1896 are models of
beauty, strength and durability.
All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

*Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles*

Ask Your Shoe Dealer
for

"Ball-Bearing"
Bicycle Shoe

No. 972

Made from "Prince of India" leather—
tough as whipcord—pliable as rubber.
This shoe supports your foot at
every point. You are comfortable,
whether walking or riding. You can
have the choice of many styles.



See that this Trade-Mark is stamped
on heel.

PRATT FASTENERS hold laces
without tying.

C. H. FARGO & CO. (Makers)
CHICAGO

**RECIPROCITY.**

EDITOR L. A. W. BULLETIN:

I am much interested in a communication in your last number — "Those Accommodating Railroads," by Edward A. Woods.

Having ridden the bicycle for ten years, I can fully appreciate his experience and sympathize with him in his inconvenience.

But what do appreciation and sympathy amount to without action?

Nothing; and I have decided to act. I have had several of these unpleasant experiences, and now, if, whether with or without a bicycle, I desire to go to any place, I go by the road that carries bicycles free, if possible to reach the point by that road.

To illustrate: A short time since my wife desired to go out beyond Chicago; she also being a bicycle rider, and having had several experiences on the railroads with her wheel, at once chose the route out that carries wheels free, and in returning chose an altogether different route, but one that always takes the best care of the wheel for us.

She did not take her wheel with her, but chose to favor those roads that favor the bicyclists.



A
High
Grade.
Rambler
Bicycles
are
all
of
one
grade.
Highest.

Beautiful
catalogue
free.

"Rambler-agencies all
over the U.S."

Gormully & Jeffery Mfg Co.

Chicago Boston Washington.
New York Brooklyn.
Detroit Coventry Eng.



THE PLEASURE AND SAFE-
TY OF
BICYCLE RIDING

Depend largely upon the Tire, just as
the comfort of the pedestrian depends
on the kind of shoes worn.



have added much to the repu-
tation of those most popular
of all wheels,

Rambler Bicycles

Any Bicycle Dealer will supply
"G. & J." Tires on any make of
wheel, if you insist.

Send for our "G. & J. Tire Manual."

GORMULLY & JEFFERY MFG. CO.

Chicago. Boston. New York.
Brooklyn. Washington. Detroit.
Coventry, Eng.

Whatever I may have to do in the line of express or freight, if possible, I send over the roads that carry bicycles free of cost.

This matter I talk to our club and to individual riders, with the feeling that we should favor our friends.

Now, if the great army of cyclists would unite in this action, and throw their patronage to the roads that favor us, giving that as their reason for so doing, it would be but a short time before every railroad company would issue orders to its agents to accept bicycles as baggage.

We are too important as to numbers and business interests to have our rights ignored, even by such large and wealthy corporations as railroad companies.

F. M. SMITH, No. 53, 184.

CHESTER, PA.

WHEELS FREE ON BOATS.

EDITOR L. A. W. BULLETIN:

The Morrison Steamboat Co., mentioned by No. 107,826, are not the only steamboat company that demand a ticket in addition to the one tendered by the owner of a bicycle.

The Rowe's Wharf (Boston) Nantasket Line do the same.

But what is the need of a wheelman or woman being imposed upon, when they can take a much better trip on the lines that want them, wheels and all?

The courtesy of the officers of the steamers of the Plymouth Line are equal to the "Fred'k De Barry," also the Portland Steam Packet.

I went on my wheel to Plymouth, and found the roads good most of the way; came back on the boat; they not only took my wheel free, but tied it up so it could not tip over and get hurt.

Let us all go by the boats that want us with our wheels.

Let us all keep away from those who want a ticket for our wheels.

They will all want us some time.

JOHN MELVIN, No. 113,390.

CARLISLE, MASS.

TOW PATH RIGHTS.

EDITOR L. A. W. BULLETIN:

In reply to New York member, in BULLETIN of July 31st, page 157, stating that he was threatened with arrest, while riding between Utica and Frankfort, by the canal patrolman, who remarked that the privilege said to be granted was "newspaper talk," would say that our office received the following instructions:

"FRANK B. PECK,

"Supt. Sec. One, Champlain Canal.

"The Hon. Geo. W. Aldridge, Supt. of Public Works, is desirous of affording the wheelmen the use of the tow path for wheeling purposes, so long as such use does not interfere with the navigation on the canals. In order to give them every advantage in this direction, I desire, that when practicable, the section superintendents require that the bank watchmen and others engaged on the tow path of the canals, pay attention to the removal of stones and other obstructions, to this end, by the use of rakes, shovels, and such other tools as may be necessary. This can be done without much, if any, additional cost to the department, and while it will be an advantage to the wheelmen, it will be of no less benefit to the boatmen, since it will mean a smoother roadway. It is

"If the Standard says so, that's the distance."

Guided by the results of experience,
the distance-makers appointed for num-
berless "meets" employ the **Standard**
Cyclometer for accurate determinations.

You might as well be right as wrong
in keeping the record of travel on your
bicycle. Those who carry a **Standard**
are uniformly right.



New York Standard Watch Co.

"BUILT LIKE A WATCH"



A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.



STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. Denver.
San Francisco.

also my desire that every courtesy be shown wheelmen making use of the tow path, so long as they do not abuse the privileges intended to be hereby granted them. You will see that these instructions are carried out. Yours,

"JOHN N. PARKER, Asst. Supt. Public Works."

Immediately upon receipt of the above our men were notified, and are doing their work well. This is a great boon granted by Mr. Aldridge, especially in some sections where the roads are very bad, and I would urge upon the wheelmen to use common sense in its use. It is necessary on many occasions to dismount, as many of the mules and horses become frightened and jump into the canal, which, of course, would necessitate complaints from boatmen, which would mean the cancelling of the order. My plan has always been to slacken up and ask the driver whether their animals are afraid, and govern myself accordingly. If this is done no trouble will occur.

H. O. FOLGER,

Special Foreman Sec. One, Champlain Canal, and Local Consul.
WATERFORD, N. Y.

A RHODE ISLAND member writes: "It would be worth while for New Hampshire people to buy portable stone crushers, and (at least, horse) rollers, if they are anxious to double and treble travel in their resorts. In the mountains, strictly, really fine roads are found only around the Profile House; the conditions there could be generally duplicated."

WHAT'S the use of sighing for air ships when men can go out on a bat or a lark.

"DOES IT PAY?"

EDITOR L. A. W. BULLETIN:

Many thanks for the timely information in his (E. A. Woods, No. 112,747,) article. Already my membership is bearing good fruit.

I was calculating to go via P. L. E. R. R. to Niagara with my wife. We will not go by the P. L. E. R. R. More thanks for the trouble saved us. Now, for my protest, turn to page 192. Behold the enticing, smooth-coated pill to the riders of the wheel: "Wheels checked free." Why do they not serve all their lines alike? The West Penn. P. R. R. charges 15 cents, and as this is a short line, along the riding routes of clubs, etc., those who get caught in rains, etc., have to take train home and pay 15 cents on each wheel. I saw 100 wheels (caught in storm last Sunday) on the train going to Allegheny City. Carrying the owners of these wheels gave extra profit to the road without the imposition of the extra 15 cents. I could take a frame without charge with me on train, or one wheel or two detached. What's the distinction? I would ride on their road oftener if it did not cost 30 cents extra for me to ride to Allegheny every day. They have lost a six months' commuter by their stinginess.

WILL ROBINSON.

WHEN the big railway magnates finally own the whole earth, they'll make it more than three-fourths water.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00

" " Special Club Rate, to League Members only . . .25

Editor: **STERLING ELLIOTT.**

Associate Editor, . . . **NIXON WATERMAN.**

AUGUST 21, 1896.

THE LOUISVILLE MEET

Must pass into League history as a magnificent success.

It is a noteworthy fact, that the enterprise and hospitality which marked the conduct of the Kentucky colonels in the persistent effort which they made at Baltimore, was not abated the least little bit until the finishing hour of the greatest Meet the League ever saw. Others have done well, but Louisville has done better. This is no more a reflection on Meets that have gone before than it would be a reflection on Kentucky if the town which gets the '97 meeting should show still greater excellence. To the managers are due the heartiest thanks of all who attended. The weather was hot, but it was at the same time still hotter in many northern cities in which ordinarily a lower temperature prevails.

The L. A. W. headquarters were established in the Hampton College building, the entire premises being occupied for that purpose.

In the front hall were located the clerks who received and registered the visitors, giving each a souvenir programme and souvenir badge.

In one of the front rooms was located a very cheerful spectacle, consisting of a bathtub full of choice lemonade, and in an adjoining room was a large table covered with free lunch of several desirable sorts. In still another room an orchestra was constantly engaged in furnishing music for the entertainment of whoever might be in the building. Col. Watts and his able lieutenants had an office on the second floor, where everybody was made welcome.

Total number printed this week, . . . **65,500**
Sent to paid Subscribers.. . . . **63,116**
Samples to Advertisers, Exchanges, etc., **2,384**

Among the more interesting features of the Meet was a bicycle parade gotten up by Gen. Castleman, the principal feature of which was a corps of one hundred uniformed riders, headed by a large bugle corps. Their riding was superb, and the general effect something to be long remembered.

This parade ended at the Iroquois Club House in what was known as a watermelon feast. Two large wagon loads of watermelons were driven into the grounds, but the table, carving knives, etc., which had been provided, proved to be entirely useless, as the boys preferred to help themselves to the melons, and the result was a football rush on a large scale. Melons were thrown in every direction and burst open and the debris strewn everywhere. Although not in accordance with the programme, it furnished the boys with an immense amount of fun, and was, perhaps, on the whole, an improvement upon what was originally intended.

Immediately after the watermelon slaughter, there was a cake-walk, in which a dozen negro couples contested; also dancing and other special features, — all given by native negroes.

Another of the pleasant memories is the steam-boat excursion down the Ohio river, which was free to all L. A. W. members, and very greatly enjoyed.

The races were very fine, well attended and well managed. Everything was done by the managers which could be desired for the entertainment and accommodation of visitors, and any League member who attended the Louisville Meet must necessarily admit that it was an affair well calculated to increase the list of good things which he gets for his dollar.

The "smokers," "runs" and entertainments of various kinds which were furnished, were made immensely interesting, and the management saw to it that some sort of entertainment was provided for almost every hour.

Many amusing incidents occurred, which may be treated of at another time.

The L. A. W. has seen a number of successful Meets in the past, but we must record the obvious fact that the Louisville Meet has exceeded them all.


A BALANCE wheel is what the beginner in bicycling yearns for.

ANYWAY we're not having much trouble with the furnace just now.

CHAUNCEY M. DEPEW was a before dinner speaker at first.

"Don't get rattled," said the bicycle wheel to its spokes.


A MODEST girl will always turn down the light to hide her blushes.

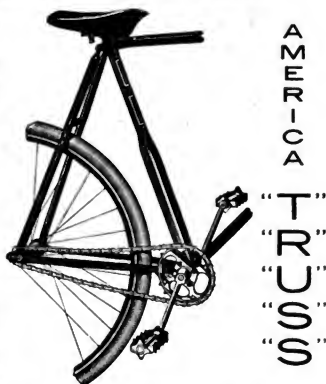


New Clippers...

Have stood the practical, mechanical and commercial tests of a hard season. The Clipper people have always contended that a first-class bicycle could be made and retailed at **less** than \$100.00, and that a good, reliable business wheel could **not** be retailed for less than \$50.00 cash, giving dealer and maker a reasonable profit. A bicycle that can be sold **at a profit** for less is not a good investment; it lacks some good point which it should have; it's **not** a **good** wheel. 1897 Clippers will be better value than any previously made.

♦♦♦♦





America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL

TINSDALE EXPELLED.

F. J. Tinsdale, who, it will be remembered, went to Albany last winter to represent the New York wheelmen in a hearing on the Armstrong Bill, has been expelled from membership in the L. A. W.

The membership committee met at the Galt House, Louisville, Ky., Aug. 14th, and arrived at the above decision after hearing all that was offered in the way of evidence.

The offence charged was, in brief, that the said Tinsdale had acted contrary to the instructions which had been given him and that he had misrepresented the L. A. W. before the senate committee. It was even intimated that he was in the employ of the railroads, and used his connection with the League as a cloak with which to hide his real object, which was to get a law passed giving the New York railroads a legal right to charge extra for the carriage of bicycles.

We believe, however, that this alleged connection with the railroads was not proved. He was expelled for "conduct detrimental to the best interests of the League of American Wheelmen."

"THERE is plenty of room at the top" of a hard smooth road.

NARROW tires have cut up a great deal of mischief along the highways.

Why don't folks like you?

THAT "SPECIAL" TAX.

The city council of Portsmouth, Va., is trying to pass an ordinance fixing an annual tax of \$1.00 on single bicycles and \$2.00 on tandems, the proceeds to be used in putting the streets in good condition for bicycle riding.

This proposed action would seem to indicate that the bicyclists are to enjoy the exclusive use of the streets of Portsmouth, hence this special tax in addition to the regular tax that bicycles bear in common with other vehicles.

This is a pretty good scheme, for, with the steel-shod horses and narrow-tired, street-destroying drays and other vehicles kept off the streets, the bicycles won't wear nor distress them in a hundred years. When once put in shape they will remain clean and dustless, and the street sprinkler will no longer be needed.

A dollar a year for a bicycle street tax seems a little high, for when the wear and tear on the street is taken into consideration, every dray taxed by this standard should pay an annual tax of at least \$1,000, and other steel-tired vehicles drawn by steel-shod horses should be taxed in proportion.

Those who injure the streets are the ones to pay for repairing them, and on this basis the wheelmen have nothing to fear.

There are those who think it would be as wrong to specially tax wheels because they require a good street to go on as it would to specially tax every pair of shoes that demand a sidewalk.

Good Roads Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.



**Coasting
Contests**

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires; they make the bicycle run easily. *Read for it.*
Our Catalogue tells why. The Palmer Pneumatic Tire Company, Chicago

No one expects the velvet-footed rabbit to mend the highway through which the oxen plow, and surely no one would expect the gentle bicycle to be specially taxed to keep in repair the streets where the crushing vans of commerce grind their way through the pavements.

At least no one sane enough to be entrusted with his own or the business of others would seriously think of doing so.

The average "special" bicycle tax should be considered as illegal and as uncollectible as it is unjust and illogical. Until the wheelmen everywhere unite and secure their rights, just such injustices will have to be borne.

We trust the Portsmouth council is not afflicted with brain fog.

IF EVERYBODY rode bicycles, it would not be necessary to use word arguments in favor of good roads. After they had bounced over a few hummocks and through a few cradle holes they would be perfectly satisfied of the necessity of good roads. — *Westboro (Mass.) Chronotype.*

THE Republicans of Kansas put a splendid Good Roads plank in their State platform. The L. A. W. members-at-large congratulate the wheelmen of the "Sunflower" State on the recognition received.

MONTHS with an R in them are not fit for scorching.

A WAVE OF REFORM.

The general manager of the Pennsylvania Railroad Company has issued the following general notice:

"Attention is directed to the following rules, Book of Rules:

"Employees are required to be polite and considerate in their intercourse with the public and with one another; remembering that the reputation and prosperity of the company depend, not only upon the promptness with which its business is conducted, but also upon the manner in which its patrons are treated by its employees.

"Baggage agents and baggage-men must handle baggage carefully, and be civil and obliging to passengers."

"Whilst bicycles are not carried as baggage, yet they are now carried in baggage-cars under established regulations, and, on account of their fragile character, require, and should receive, special care in handling in order to avoid breakage."

This will be read with unfeigned glee by every League member. It comes like a bow of promise across the sky of a washerwoman's rainy Monday morning.

They will still be vouchsafed the privilege of paying for the transportation of wheels, and carrying them to and from the baggage-car door, just as they have done; but hereafter they shall miss the many little attempts at pleasantry and repartee on the part of the baggage-men, such as "here comes another blamed bow-legged idiot with a bicycle," or "a wind and rubber lunatic on rollers."

And, besides, it may not be too much to hope that the notice is intended to discourage baggage-men from doing the smashing business they have done since wheeling became so popular.

Highest
Grade

Highest
Price



COMMENT
UNNECESSARY

Record Pedal Mfg. Co.,

243 Columbus Ave.,
Boston, Mass.

Hereafter a man may go with his wheel on a junk-et and not have the trainmen junk it for him. We shall miss the sad spectacle of the baggage-men weighing out 20, 22, or 23 pounds of shredded rubber and scrap iron to the man whose wheel originally contained that many pounds of material.

Just think of it! A man traveling with and paying for the transportation of a twenty-pound wheel must no longer be insulted, but, on the other hand, receive the same courteous treatment he would if traveling with a 150-pound trunk carried free.

Well, well! Don't it beat all how the world is moving? We wheelmen have heard of civil engineers, but we never expected to meet with civil baggage-men. The words of the notice seem like the echo of a fairy's song stealing its way through the leafy aisles of some grand old forest, rather than the forceful declaration of a railway manager.

Victory! Eureka! Keno! We are glad we have lived to see it all.

Of early joys let others prate,
We're thankful we were born so late.

And now if the Pennsylvania Company will carry wheels free, all will be forgiven.

THE investment in good roads made by Staten Island will pay for itself many times over in a very few years, predicts the New York *Sun*. The population is already increasing rapidly.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

OUR QUICK-REPAIR TIRE IS A
GRAND SUCCESS - CATALOGUE
TELLS ALL ABOUT IT



PUMP UP BEFORE STICKING IN TOOL.

MORGAN & WRIGHT
CHICAGO

WEARY WRAGGLES' FEAST.

Said the guest with seedy raiment, "Have you any quail on toast?"

The waiter answered, "No, sir!" Then the guest said, "Any roast

Gazelle? or broiled young eagles? any birds of Paradise? — I'm just a bit fastidious, and yearn for something nice."

The waiter, much abashed, confessed it did not pay to keep These things upon the bill of fare, the prices were so steep.

"Then," muttered Weary Wraggles, with an air of injured pride,

"I'd like some doughnuts, with a glass of water on the side."

WE CERTAINLY hope that the tendency to adopt two 28-inch wheels will make further progress in next season's designs, even if the 30-inch steerer does not entirely disappear. There is really little if any perceptible difference in the steering of properly designed machines fitted with 28-inch steering wheels and with 30-inch; and apart from considerations of weight and strength the use of equal wheels conduces to the convenience of both the rider and the maker. The maker has to stock fewer sizes of tires and rims, and the rider can change the back tire on to the front wheel when it gets badly cut about, and give the front tire a turn on the back wheel. — *Scottish Cyclist*.

EVERY injury injures the cause of bicycling. Lookout for accidents.

SINGLE-TUBE TIRES.	SINGLE-TUBE TIRES.	SINGLE-TUBE TIRES.		
SINGLE-TUBE TIRES.	<p>Cannot be Excelled.</p> <p>Look at the names of corporations and firms manufacturing</p> <p>SINGLE-TUBE TIRES</p> <p>under the Tillinghast patents:</p> <table border="0"> <tr> <td style="vertical-align: top;"> <p>THE BOSTON WOVEN HOSE AND RUBBER CO. THE REVERE RUBBER CO. THE NEW YORK BELTING AND PACKING CO., Ltd. THE POPE MANUFACTURING CO. THE NEWTON RUBBER WORKS. THE DIAMOND RUBBER CO. THE B. F. GOODRICH CO. THE NEW YORK TIRE CO. THE HARTFORD RUBBER WORKS CO. L. C. CHASE & Co., of Boston.</p> </td> <td style="vertical-align: top;"> <p>THE MECHANICAL RUBBER CO., of Chicago. THE HODGMAN RUBBER CO. THE PEORIA RUBBER AND MFG. CO. THE INDIANA RUBBER AND INSULATED WIRE CO. THE KOKOMO RUBBER CO. THE MECHANICAL RUBBER CO., of Cleveland. THE HARTFORD CYCLE CO. THE IDEAL RUBBER CO. THE SPAULDING & PEPPER CO.</p> </td> </tr> </table> <p>The above list embraces more than <i>forty-nine fiftieths</i> of the capital interested in the manufacture of Single-Tube Tires in the United States, and includes the only licensed manufacturers of Single-Tube-Tires. OTHERS ARE INFRINGERS.</p> <p>Suits have been brought in every United States Circuit.</p>	<p>THE BOSTON WOVEN HOSE AND RUBBER CO. THE REVERE RUBBER CO. THE NEW YORK BELTING AND PACKING CO., Ltd. THE POPE MANUFACTURING CO. THE NEWTON RUBBER WORKS. THE DIAMOND RUBBER CO. THE B. F. GOODRICH CO. THE NEW YORK TIRE CO. THE HARTFORD RUBBER WORKS CO. L. C. CHASE & Co., of Boston.</p>	<p>THE MECHANICAL RUBBER CO., of Chicago. THE HODGMAN RUBBER CO. THE PEORIA RUBBER AND MFG. CO. THE INDIANA RUBBER AND INSULATED WIRE CO. THE KOKOMO RUBBER CO. THE MECHANICAL RUBBER CO., of Cleveland. THE HARTFORD CYCLE CO. THE IDEAL RUBBER CO. THE SPAULDING & PEPPER CO.</p>	SINGLE-TUBE TIRES.
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SINGLE-TUBE TIRES.	SINGLE-TUBE TIRES.	SINGLE-TUBE TIRES.		

RAILWAY ACCIDENTS.

The number of railway employees killed in the United States during the year ending June 30, 1895, was 1,811, and the number injured was 25,696. These figures, compared with those of the previous year, show a decrease of 12 in number killed and an increase of 2,274 in the number injured. The number of passengers killed was 170; the number injured, 2,375. These figures give for the year a decrease of 154 in the number killed and 659 in the number injured. The number of passengers killed is remarkably small. The smallest number killed in any of the preceding seven years was 286, in 1890. One employee was killed for each 433 employed, and one employee was injured for each 31 employed. Of the class of employees known as trainmen—that is, engineers, firemen, conductors and other employees whose service is upon trains—it appears that one was killed for each 155 in service, and one injured for each 11 in service. The number of passengers carried for each passenger killed during the year was 2,984.832, and the number carried for each passenger injured was 213.651. The liability of passengers to accidents is better shown in the fact that 71,696,743 passenger miles were accomplished for every passenger killed, and 5,131,977 passenger miles for every passenger injured. A comparative statement shows that considerable advance was made during 1895 in respect to railway casualties. It is suggested that beneficial

results were derived from the fitting of equipment with automatic appliances as well as from the raising of the character of railway service and grander, railway equipment.

JOY IN POTTS DAM.

The village trustees, who are thorough believers in good roads, are now building the big roller to bring the streets of the village into a condition of perfection. They have worked most of the principle streets, put on large quantities of crushed stone, and then rolled thoroughly, with the result that the roads are as near perfect as can be desired. The stone crusher outfit has been entirely built over on a plan which now meets all the requirements of the village at a considerable saving of time and labor. The stone after going through the crusher is carried in hoppers on an endless chain over a screen. The screen separates the coarse from the fine stone instead of mixing it as under the old way. The crushed stone then drops into wagons, and the crusher is constantly in operation, instead of stopping after filling a wagon load, as formerly. The coarse stone is spread on the roads for a foundation, then comes the covering of fine stone, and the roller finishes the job by smoothing it as firm and hard as a slab of marble. — *Courier*, Pottsdam, N. Y.

Wish you a Merry Christmas!

THE well-digger is always above his business.

Bicycling Goods...

For Men and Boys.

We append a list of some of the wonderfully low priced goods we sell, and which may safely be ordered by mail.

ل. ا. و.

BICYCLING SHIRTS

WELL MADE AND PERFECT FITTING.

Cheviot Shirts, at 50, 75 cents, \$1.00 and \$1.50.

Madras Shirts, at 75 cents, \$1.00, \$1.50 and \$2.00.

Flannel Shirts, at \$1.50, \$2.00 and \$2.50.

Bicycling Caps, golf style, in plain and mixed cloths, at 25, 50, 75 cents and \$1.00.

Leather Belts, in every desirable style, at 25, 50, 75 cents and \$1.00.

The "Cantailp" Belt, good leather, at 50 cents.

Men's Wool Sweaters, at \$1.00, \$1.50, \$2.00, \$2.50 and \$3.00.

Men's Wool Sweaters, with sailor collar, at \$1.50 and \$2.00.

Boys' Wool Sweaters, at 95 cents, \$1.50 and \$2.00.

Boys' Wool Sweaters, with sailor collar, at \$1.25 and \$1.75.

Golf Stockings, at 50, 75 cents, \$1.00, \$1.50 and \$2.00.

MONEY REFUNDED IF GOODS ARE NOT SATISFACTORY.

STRAWBRIDGE & CLOTHIER,

PHILADELPHIA.



Pace Making

Racing, scorching, coasting; on good roads or bad—grade or level, you need Dixon's Cycle Chain Graphite. Makes the chain run easier, the wheel drive faster; the spin more delightful, the run less fatiguing.

DIXON'S Cycle Chain Graphite

is a perfect lubricant (not a grease) because made from perfect ingredients, that will not gum, hold dirt, separate or mould. Sample stick, 10c.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

THE GRAND CANON OF THE COLORADO.

Late in August there is to be an independent tourist trip made to the wondrous scenery of the Grand Canon of the Colorado. The assembly of the wheelmen from all parts of the country will be at Flagstaff, on the Santa Fe Railway, two days by rail from Chicago. Tourists should have their L. A. W. tickets with them, in order to get railway and hotel discounts. I am informed that railway and hotel managers will combine to give public notice of the event in due time.

I have just returned from the delightful trip, and really think I have never seen anything in Europe or America to compare with the scenic grandeur and sublimity of the Grand Canon, with its Titanic chasms and wondrous gorges.

The Colorado, which has cut its way through the vast chasm of the Grand Canon, is one of the great rivers of the world; it is 2,000 miles long, and drains a territory of 300,000 square miles.

The tourist awheel from Flagstaff to the Grand Canon will save \$20 in stage fare; the distance is 63 miles.

The road traversing the Colorado plateau, 7,500 feet above sea level, through a natural park, is hard, smooth and level as a boulevard nearly all the way to the Canon. For many miles the road runs

through resinous pine forests, and close enough to the base of the famous San Francisco mountains to give one a fine view of the splendid peaks piercing the blue Aegæan of the skies.

The appreciative wheelman will thoroughly enjoy the charming environment—the rich odor of the pine forests and the rich ozone of the pure exhilarating air, as he moves leisurely, yet swiftly, on.

The lumbering stage makes the trip in ten hours, which gives a wheelman an idea of how good the road is. If the wheelman is economical he can get a lunch at Flagstaff, costing from five to twenty-five cents; and at noon he can stop beside a clear, sparkling brook, and failing a hook, he can, if he is dexterous, scoop up with his cap enough of fat trout to make a "mess," and in a few minutes, with a match and pine needles, he will have a fire, and the broiled trout and the sandwich will be a treat beyond compare. If he does not care about expense he can stop at Cedar Ranch, about half way to the Canon, and get a "square meal" for fifty cents.

I would like to write a full description of the beauty of the Grand Canon, but space will not permit of but a few brief periods; its beauty and grandeur, however, to be fully appreciated should be seen with wide-open eyes. You can wheel almost to the brink of the mighty chasm, and, looking over, you cannot for a time realize the immensity of space between you and the river below; it is over a vertical mile in depth. Captain Dutton gives the order of the rock formations through which the great river



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

*Popular with all who appreciate
superiority in bicycle construction.*

فalcon

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

The Trump Cyclometer

The Most Perfect Recorder Made
for Bicycles.

NEAT	REGISTERS
—	10,000
NATTY	MILES
—	BY TENTHS
NOISELESS	—
—	WEIGHS
CAN BE	LESS THAN
SEEN AT	2 OZ.
A GLANCE	—
FROM THE	Water Proof
SADDLE	—
	Dust Proof

Retail Price \$1.50.

Send for Catalogue which contains other
wheel novelties.

THE WATERBURY WATCH CO.

WATERBURY, CONN.

has been cutting its passage for millions of years: Cherty limestone, 340 feet; upper Aubrey limestone, 390 feet; cross-bedded sandstone, 480 feet; lower Aubrey, 1,140 feet; upper Red Wall sandstone, 450 feet; Red Wall limestone, 1,650 feet; lower carboniferous sandstone, 590 feet; quartzite, base of carbon, 2,210 feet; archæan, 745 feet:—equals 5,995. Geologists prove that 10,000 feet of strata have been swept away by erosion from the surface of the plateau. Were the missing strata restored to the adjacent plateau, the chasm of the Grand Canon would be 16,500 feet deep!

Looking over the brink of the mighty chasm you cannot realize details; you are simply overwhelmed by the stupendous natural panorama of more than 1,000 square miles in extent. From the level brink upon which you stand to the opposite side of this mighty chasm is fully 15 miles. The intervening cliffs, peaks, and rocky formations you look over and down upon, as if you were standing on top of Mount Hood, are tinted with every color of an artist's palette. More than 6,000 feet vertically below where you stand flows the mighty current of the Colorado. So illusive is the measurement of the eye that you fancy you could easily throw a stone into it, when, in fact, the river is more than five miles away. A new road of practical grade down to the river is being finished, and is a great improvement on the old Hance trail.

Looking up from the road, from what is called the First Level, 3,200 feet below the brink, or six times

the height of the Egyptian Pyramid, and twelve times the height of Bunker Hill Monument, the colossal towers, spires, pinnacles, and the many other huge rocky formations beetling the brink, utterly vanish, and you see, instead, a smooth perpendicular wall.

The First Level is but half way to the river; the remaining three miles take you through vast chasms, where a score of Yosemite's could be hidden away in the vast depths below, and the mighty Niagara would be dwarfed to a rivulet. As you proceed through light and shadow, you catch glimpses of Shinumo, Echo Cliffs, Artist Moran's Temple of Sett, vast white towers piercing the purple haze, and hundreds of other rock formations of wondrous splendor shining far in rosy light. Arriving at the river, the velocity of its current here is 16 miles an hour, with volume and turmoil greater than Niagara's Whirlpool Rapids. Watching its violent curling waves and huge breakers rushing on with irresistible velocity, you can realize the daring bravery of Major Powell's achievement of making the passage safely in his frail boat through this appalling whirlpool.

Returning to the white-tinted city on the brim, at every step you have a new series of magnificent sights, and on reaching the brim you will be ready to enjoy a good "square meal" with a zest before unknown.

On the rim of the Grand Canon the prehistoric cliff dwellings and the broken pottery will be worthy

SOLDER ... ACID ... RUST**TOOLS DON'T RUST**

Nor does the work which
is soldered, if you use the

**Elliott Non-Corrosive
Soldering Fluid**

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

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ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

THE ART OF BREWING
WAS DEVELOPED BY THE
GERMANS

PABST BEER
MILWAUKEE

Nerves, Shattered nerves, can be
restored if you
will but use... **Pabst Malt Extract**
The "Best" Tonic

MILWAUKEE BEER IS FAMOUS PABST HAS MADE IT SO

of careful examination; but the most famous group is to be seen at Walnut Canon, eight miles from Flagstaff. Along the shelving terraces there are hundreds of those quaint abodes of the mysterious people who have vanished into oblivion.

Returning to Flagstaff, where there are several good hotels, the wheelman can enjoy a well-earned rest and good meals. In the morning he can go to the summit of Mount Humphrey, 12,800 feet above sea level; it affords one of the grandest of mountain views. The splendid panorama includes the Grand Canon, the Painted Desert, Superstition Mountains, the Moqui villages, and many flashing lakes and cataracts; the distance is ten miles over a fairly good mountain road. If the tourist has another day to spare he can enjoy it in wheeling to Oak Canon, 15 miles, and visit Fisher's Tanks and the Bottomless Pits, and if he is fond of fishing for trout the Canon is a fisherman's paradise.

DR. S. A. DEFOE, No. 5,826.

SAN DIEGO, CAL.

By a Park Policeman.

O silver moon, when lovers spoon
Within thy pensive light,
Why not say "scat! Get out of that!"
And put them all to flight!

IT DISGUSTS US to see others doing the foolish things we do.

IN THIS world you get what you give.

THE WHEEL AND GOOD ROADS.

Joseph B. Bishop sums up his article in the July *Forum* on the "Social and Economic Influence of the Bicycle" in these words: "Putting all other social and economic effects of the bicycle aside, its influence as a missionary for scientific road building is alone sufficient to entitle it to the lasting gratitude of the American people." The commendation of this good office of the wheel rests on a sound basis. It is not too much to say that before the bicycle came into general use the majority of country roads were not always adequate even for heavy wagons, and, as a rule, were unsuited to light driving except at certain seasons of the year. In the vicinity of large cities great stretches of highway like the Lancaster Pike, near Philadelphia, were sometimes macadamized, but branch roads into the country, or roads beyond a certain radius of miles from the metropolis, were left almost in a natural state. Up to the present time there has been no uniformity in the building and preservation of roads. A person starting on a road journey through New York, Pennsylvania or the New England States was never sure that his progress would not be delayed by ruts, stones, holes and other impediments of country travel.

There are good reasons why the roads in this country are not yet in the state of perfection found abroad. The vast areas of the United States, the wide stretches of uncultivated land, the rapid march



You
Know the
Good Results
of Riding.

Do
You
of Evans'

?

ATHLETES, WHEELMEN. **Electra-Cylic Lotion** MASSAGE TREATMENT.
PHYSICAL CULTURE. * BATH AND TOILET.

Possesses great curative qualities. Promptly relieves soreness of joints, tendons and muscles. Reduces inflammation, heals wounds, bruises, lacerations of the flesh soon as applied. Electric, Healing, Antiseptic, Invigorating, Vitalizing, Fibrillating. A perfect preparation for the muscles, tendons, flesh and skin. Produces vigor and vitality. Single bottle, 15 cents. Three bottles, \$1.00. Quart bottles for trainers use, 75 cents. Send 2-cent stamp for descriptive circular. Agents wanted, to which liberal profits will be paid. Address, **SMITH BROTHERS, South Norwalk, Conn.**

of emigration westward, the concentration of wealth and population in metropolitan centres, have all contributed to a certain neglect of scientific road building. In addition to these hindrances, the enormous expense required to build and keep in order thousands of miles of highway, seemed often to put the undertaking out of the question.

There are indications, however, that what the legislation of townships and the complaints of teamsters and drivers have not been able to accomplish in this matter will be accomplished by the bicycle. A century run is practicable only over a hundred miles of good road. The man who takes a spin of five or ten miles of an evening also demands a safe and sure passage unimpeded by stones or ruts. The ever-increasing number of wheelmen makes this demand imperative, and good roads are now inevitable. The time may not be very far distant when a man may wheel from New York to San Francisco over highways as firm and smooth as the Boulevard. — *New York Commercial Advertiser.*

A NEW JERSEY member who last year road with "hard" tires which were frequently punctured by newly-made macadam roads, has this year ridden with tires about three-fourths inflated which have not been punctured once. He thinks it conclusive proof that "hard" tires mean punctures, and would like to know the experience of others.

You can't say much in one line.

BICYCLE CLUBS!

Sterling Silver Letters for coat or cap; all ready to attach.

10c. each; 6 for 50c.



McRae & Keeler,
Attleboro, Mass.



**AUTOMATIC
BRAKE FOR
BICYCLES.**

Illustrated Descriptive Circular on Application.
BAILEY MFG. CO., 189 La Salle St., Chicago.



A Friction Rubber Roller Brake

That will positively not injure the tire. Easily attached to any wheel. Neat and durable. Price, postage paid, \$2.00

The Davis Mfg. Co., Indianapolis, Ind.

THE BENEFICENT WHEEL.

In a recent sermon on "The Bicycle; its Use and Abuse," Rev. John F. Clymer, pastor of the State Street Methodist Church, Troy, N. Y., after enumerating the possible evils of cycling, spoke as follows of the beneficent uses of the wheel:

I. The wheel is a medium of safe amusement. The central thought of amusement is happiness. The central thought of Christianity is also happiness. Anything that is the medium of joy or happiness to human life is a Christian institution. The bicycle rightly used is a medium of human happiness, and as such becomes an agent of moral reform. The wheel in thousands of instances is supplanting tobacco, the beer mug and the saloon. The bicycle is a conservator of health. The man or woman who attends to business in this age of steam and electricity has all the powers of mind and body taxed to the highest tension. Rest and recreation and exercise are great conservators of health. The wheel is an open-air institution, and as such may be made a health reformer. For all the physical ills that affect humanity the wheel is a thousandfold better than all the tonics and patent medicines in the materia medica. If you are sick and taking medicine to get well, throw your medicine bottle into the sewer and get a bicycle and take the divine tonic, oxygen, with which God has impregnated the air of the hills that girt our city.

II. I regard the wheel as a modern exponent of divine democracy. It is an instrument that can be



THE MATCHLESS
"STEEL GENDRON"

THOUSANDS BUY IT!
THOUSANDS RIDE IT!
THOUSANDS PRAISE IT!

Many bicycles are found wanting, but the "STEEL GENDRON" never disappoints.

"Reliance" Bicycles are better than most high grade wheels.

OUR CATALOGUE FREE.

Gendron Wheel Co.
TOLEDO, OHIO.



ORIENT won Mile Handicap in 2:07 2-5,
at Buffalo, August 8th.

ORIENT won Buffalo Courier Coasting
Challenge Cup, July 18th.

ORIENT won Cottage City Coasting Con-
test, July 25th.

Light Running and Speedy — They Lead the Leaders.

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Branches in all principal cities.

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Waltham Mfg. Co.
Waltham, Mass.

used by all the people. I mean women as well as men. I am glad that society has voted that it is the proper thing for a woman to ride a bicycle. I hail the bicycle as a good exponent of divine democracy on that account. I always doubt the moral influence of any institution that cannot be used in common by women as well as men. I have a deep-seated conviction that any amusement or work not proper for a woman is not proper for a man. A young man is not very safe in any amusement where he cannot take his mother, or his wife, if he has one, or his sister, or some other man's sister. In my judgment human amusements or human rights should never be determined by sex. A woman has a divine right to do anything that is in itself right, that she has the ability to do. If she has the ability she has the right to teach, to preach, to talk in public as well as to sing in public, to plough, to sow, to reap, to mow, to ride the wheel and to vote for the persons who make and execute the laws for her government. Her humanhood and not her sexhood should be the basis of her rights. Humanity, not sexuality, is God's basis for human rights. The bicycle is a nineteenth century sign of the emancipation of woman from the bondage of sex. Mark what I say — not the emancipation from sex but emancipation from the bondage of sex.

III. Furthermore, the bicycle is a mechanical illustration of God's life and power, and a symbol of the progressive force in creation and redemption. Science teaches us that the rotary of rolling motion

A ROAD WHEEL.

Our 1897 Model for
"Comfort" is ready.



Write for Catalogue, illustrating the "SUSPENSION BICYCLE."

THE HARDY CYCLE COMPANY

42-48 W. 67th Street, New York.

Trenton
Cyclometers

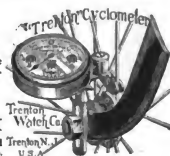
are best, and quality considered, are
the cheapest. Made of aluminum.

Three Models
for 1896

Model A registers 1,000 miles and re-
peats, weight, 2 1/4 oz. Price, \$1.00.

Model B registers 10,000 miles and re-
peats, weight, 2 1/4 oz. Price, \$1.50.

Model C registers 10,000 miles and repeats, weight, 1 1/4 oz. Price, \$1.75.



TRENTON WATCH COMPANY,

TRENTON, N. J.

is the mode for the development of life, expression of power and the condition of progress. All life has its development in spiral or wheel-like evolution. The life in the chaos of creation evolved or rolled itself into planets by the rotary motion. Life moves in wheel-like motions, whether in planets or persons. The planets have been rolling for ages on wheel-like axes and in wheel-like orbits. The earth keeps itself and all on it, in life, by wheel-like motions of two forms, daily and annual. Vegetable and animal and human life get their development and power and progress in the same way. The bicycle, to me, is an emblem of life, and of Him who is the life.

Here's a Chance.

The novelist who can indite
A tale to make our blood run cold,
Will fill our being with delight
If he his frigid yarn will write,
While summer's sun with all its might
The heat has on us rolled.

HEAVY bread does n't go down any easier.

"It never rains but what it pours,"
So the saying goes.
That's why the sprinkler never "sprinks,"
But what the water flows." (J. A. T.)

LOOSE spokes speak for themselves.

A MOSQUITO is a real bore.

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable banding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.



AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I., Brockton, Mass.

New Roads and Road Laws

IN THE UNITED STATES.

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - - Boston, Mass.

Sent by mail on receipt of \$1.00.

The Hit of the Season.

An Aluminum Foo.

Every cyclist should have one. 57,000 already sold. Mailed for 26 cents. INDIANA CHAIN CO., 30-32 W. South St., Indianapolis, Ind. Special prices to dealers and agents. Makers of Indiana Chain

DOES IT PAY?

In response to a circular letter sent out by the local Cycle Board of Trade, inquiring as to the results of its resolution of last year, fifteen replies have been received up to Saturday last. In every case the dealers state that they have shipped practically all their freight and express matter by other railroads than those which charge excess baggage rates for wheels. An average of the figures submitted shows that for the year '96 one thousand dollars (\$1,000) freight and express business for each firm will be a small estimate—by no means the largest concern having already paid the Baltimore & Ohio, or Reading Railroads and United States Express Company over \$1,300. This means \$15,000 more taken away from the people who charge exorbitant rates to wheelmen.

EDITOR L. A. W. BULLETIN:

In your issue of August 7th I notice Mr. E. A. Woods, of Pittsburgh, appeals very strongly to the wheelmen not to use the Erie R. R. when they can help it. This is a matter I have thought of bringing before our members, as we Bradfords are compelled to pay 15 cents for the five miles of Pennsylvania soil that the Erie people carry our wheels over when coming from New York State. It seems outrageous to charge full fare for a wheel. I often take a spin over to Olean, N. Y., to spend Sunday, returning by rail; but, fortunately, the W.

THE 1896

"SEARCH-LIGHT"

HAS A
RIGID BRACKET
And will not jar out.

The only first-class Bicycle Lantern on the market.
Price \$5.00, delivered free.

Its other exclusive features are: A double grip which attaches to either post or fork; a packed reservoir for either kerosene or naphtha; protected surfaces that cannot tarnish; and a powerful lens. Used by and a great favorite with

CYCLISTS, CANOEISTS, BOAT CLUBS AND CAMPERS.
Equally effective on Carriage Dashboards.

Bridgeport Brass Co., Bridgeport, Conn. Send for Circular No. 72
Or, 10 Murray St., N. Y.; 85-87 Pearl St., Boston; 17 N. 7th St., Phila.

HOW BICYCLES ARE MADE

Tools and Processes.

AMERICAN MACHINIST,

256 Broadway, New York.

Publish more matter on this subject than any other publication. Write to them

KIRKWOOD FIFTH BOYS FOR BUSINESS COLLEGE
WEST POINT OR ANNAPOLIS
FIFTEENTH YEAR. **MILITARY ACADEMY**

Thirteen miles from St. Louis; near the far-famed Meramec Highlands, and close to the Meramec river, which affords fine boating. Fine roads for bicycling. For catalog, address

EDWARD A. HAIGHT, Supt. KIRKWOOD, MO.
Mention L. A. W. Bulletin.

N. Y. & P. P. R. now have good accommodations between the two places, and I don't have to use the Erie and don't do so, whether I have my wheel with me or not. I appeal to all wheelmen in this part of the country, if they can possibly go by any other road, not to use the Erie. If I must pay transportation on my wheel, the express company will get it before I'll let the Erie impose on me. I often go to the southern part of our State, but, fortunately, can and do use the W. N. Y. & P. and its connections. It seems unjust on the part of the Erie to discriminate against this small part of Pennsylvania because we have n't a law such as New York or Ohio. I hope the wheelmen throughout the State will urge the legislators they elect this Fall to follow the example of their fellow workers in New York State.

It has been my limited experience that where roads carry wheels free the wheels are better cared for and the employees more courteous. Last year it cost me \$1.50 in fees to get my wheel from Bradford to Corry, Pa., over the Erie, as I could n't even get a release until I had feed the baggage-man. It seems, also, there was no room in the baggage-car until the baggage-man received some free silver. Such was my experience each time I changed cars or baggage-men, as at Carrollton and Salamanca. I hope the time is n't far distant when we will have relief from such grasping and unaccommodating railroads as the Erie. No. 53,989.

Recruiting Ammunition!

The following "campaign supplies," and several others, are illustrated and described in a circular which may be had for the asking.

A CHEST PROTECTOR FOR HORSES.



The accompanying cut illustrates a bib or breast apron for horses, which has proven a very successful advertising device for the L. A. W. Its chief merit is its appropriateness. Samples will be sent by mail, postage paid, on receipt of **15 cents each**. This is made of thin cotton duck, and serves the humane purpose of keeping the flies off the horse's breast, a point at which it is difficult for him to defend himself even when not "checked" very high.

In winter they will be made with a thick lining and used as a protection against wind and cold. The horse has always wanted Good Roads, and now the L. A. W. enables him to say so. **2¢** The L. A. W. will pay the freight on any quantity you order.

THE L. A. W. PUZZLE.



The puzzle is to take off the three rings without bending the bar. It is easy, of course, when you know how, but up to the moment when you do know how it is a puzzle of no ordinary interest. **Sent by mail for 2-cent stamp.**

We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cents per book.**

An entirely new ticket holder, transparent on both sides, **10 cents.**

GOOD ROADS SHIELDS



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L. A. W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **Solid silver, 60 cents; gold or silver plate, 30 cents.**



The latest and slickest cheap pin ever gotten out for the L. A. W. The background is navy blue and the letters aluminum. The price? Well, say! you can't kick about the price.

If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each plus five cents for packing and postage; over twenty and less than one hundred, one cent each plus ten cents; one hundred and over, one cent each, and we pay the freight.

ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS.

13 CLEAN YOUR BICYCLES with "Three in One."
Prevents tarnishing and rusting. Polishes the frame. The only lubricant for chain and bearings. Never gums; clean to use. Ask your dealer for it, or send 50 cents for sample in a Star Nickel Oil Can. G. W. COLE & CO., 111 Broadway, New York.

PRIZE MEDALS JOHN HARRIOTT 3 WINTER ST. BOSTON, MASS. PINS

STOLEN. "Niagara," 1895 pattern, No. 11,347; Rex tire front wheel; Kensington tire rear wheel; drop handle bars dented on under side; corklike grips without tips; Niagara pedals; saddle patched in front; wood rims, not mated; spokes bent in front wheel; 24-inch frame; black enamel; fair condition.

"Neptune," 1896 pattern, No. 713, on under side of hanger; Worcester pedals; North American tires; wood rims; ideal adjustable handle bars; Sager direct post saddle; 25-inch frame; black enamel; spokes and pedals slightly rusty. Both wheels taken from Malden, Monday morning, Aug. 10, '96. Notify FRED. H. ALBEE, Malden, Mass.

STOLEN. Aug. 8, 1896, a "Goshen" bicycle, No. 6,240 B.; rat trap pedals; M. & W. tires. Notify J. R. HARRISON, Honey Grove, Pa.

STOLEN. An "Orient Racer," No. 740; last year grade; wooden rims and red Vim tires. Any person returning the same will be rewarded; no questions asked. Notify GEORGE L. MAUDUIT, 49 Charles street, Boston, Mass.

STOLEN. About 9 o'clock on the morning of August 14th, in front of the Columbia Building, Louisville, Ky., a "Columbia" bicycle, Model 40, '95 pattern, No. 2336; black enamel; rubber pedals; Hartford single tube tires; adjustable handlebars; cork handles; T post; Hollenbeck saddle; Head bracket for lamp; number on left hand side of crank hub. Notify B. B. CZAPSKI, care Barber & Castleman, Columbia Building, Louisville, Ky.

IN FRONT OF OUR HOUSE.

While the agitation of good roads throughout the country is being pushed, the people of the cities should not forget that there are many little improvements in the city's highways that could be attended to by the property owners without much expense, and which would result in vastly improved streets, not only for bicycle riding, but for carriage travel as well.

There is nothing more annoying to the driver of a vehicle than to run over small stones in the streets. To be constantly jolted and jostled about by these small obstructions is wearying, to say the least. To the wheel rider, the boulders of from two to four inches in diameter are the bane of the rider's existence. This is a matter which can be very easily remedied if the wheelmen will join hands with the property owners and use their hands with effect.

It is suggested that every wheelman take the trouble to pick up the small stones on the street in front of his place of residence. Then, if property owners who are not wheelmen will assist the good work by doing as much for their portion of the streets, the obstructions will soon disappear and the streets will present a more sightly appearance, will wear much longer and it will be a pleasure to ride without fear of splitting a rim on a boulder or

FOR 50 CENTS I will send you the receipt for a **RELIABLE PUNCTURE-PROOF COMPOUND**. . . .
Materials cost little at any drug store.
Do not send stamps. Address F. R. BILL, 124 Harbor St., Cleveland, O.

IF YOU DON'T (We do)
Like the L. A. W. BULLETIN, try
GAMELAND,

The tourist wheelman's illustrated magazine. **TRY IT, ANYHOW.** It costs One Dollar per year. L. A. W. members can have it for fifty cents—half price.—provided their membership number is given when subscribing. Send for free sample. L. A. W. 95,012 publishes it.

GAMELAND PUBLISHING CO., 277 Broadway, New York.

STOLEN. From our stable, a comparatively new "Morado," No. 2,099; 24-inch frame; maroon color; Columbia saddle; rat trap pedals. Notify FRANKLIN T. DAVIS, Mount Vernon, N. Y.

STOLEN. From the portal of the Malden Public Library, Saturday evening, August 8, at about 8 o'clock, a Wettergreen "Advance" No. 8,346; gear 72; Sager saddle; no name plate; 14-inch Morgan & Wright road tire, '96 pattern on rear wheel; 14-inch Morgan & Wright road racer tire, '95 pattern on front wheel; black enamel, and nickel badly worn; 10,000 mile Standard cyclometer with about 1,275 miles run off. Notify GEO. P. GOODMAN, 15 Boylston street, Malden.

STOLEN (?) Hired for Monday, Aug. 10th, one "H. & H. Special" bicycle; no number; maroon finish; new alligator tire on rear wheel, old M. & W. tire on front wheel; drop handles; gun barrel hubs; Sager saddle; 72 gear; '96 pattern. The young man who hired it is about 21 years old, hard of hearing, about 5 ft. 9, and gave name and address as "Charlie Burke, 103 Benton St., E. Cambridge, Mass." Notify HARTNETT & HUTCHINSON, 272 Main St., Charlestown, Mass.

smashing a wheel by a collision. Try this method of making better roads at home.—Logansport, Ind. *Journal.*

WHY SHOULD N'T THEY?

Wheelmen are complaining bitterly of the exorbitant charges made by the Boston & Bangor Steamship Co., for the carrying of bicycles. The following, from the company's folder, will show that their complaints are well founded:

"Baggage is checked to all points to which tickets are sold, 150 pounds being checked free on each full ticket; 75 pounds on half tickets.

"Rates for bicycles are as follows: One dollar between Boston and any landing, and 50 cents each between any two landings on River or Bay, except when passenger fare is less than 50 cents, when charge for bicycle is the same as for passenger."

In these days, when most up-to-date steamboat companies find it to their interests to advertise "Bicycles Carried Free," the above short-sightedness is remarkable. Wheelmen are able enough to pay unjust charges, but, as a matter of principle, thousands of them "try some other way" when they see too many obstructions ahead.

The dialect poet's in favor o' Bryan;
He kin git 'im a rhyme 'thout half tryin.'

ASPHALT AND ITS USES.

BY COL. F. V. GREENE, NEW YORK CITY.

Of all the materials used in construction I think it may fairly be said that the one more nearly indispensable than any other is cement. The sticking or binding material, which causes the larger masses of sand, stone or brick to adhere and hold firmly together is, and always has been, so universally employed that we can hardly conceive of any permanent structures erected without it.

There are two general classes of cement, viz., hydraulic and bituminous.

Bituminous Sandstones.—The bituminous sands and sandstones of France yield, on analysis, from

rock is quarried, broken to fragments of about two inches in size, heated in kettles by steam (which causes it to fall into powder), and then, while still hot, taken to the street and compressed by rolling or tamping. None of the pavement has been laid on a large scale for longer than two years, and the reports as to its quality as a paving material are conflicting. It appears to be so soft that wheels and horses' feet sink into it quite deeply, but, on the other hand, these marks appear to be more or less obliterated by the next passing vehicle.

Bituminous Limestones.—The bituminous limestones of France have furnished the material with which portions of the streets of Paris and other European cities are paved. The best mines are those of Seyssel and Val-de-Travers. They are of uniform quality, and yield on analysis about 10 to 11 per cent. of bitumen, the rest being pure carbonate of lime, free from clay or other impurities. The

extent to which the material has been used for paving roadways is about as follows: In Paris, 13 miles; in London, 15 miles; in Berlin, 9 miles; in other cities, 10 miles; total, 47 miles.

It was introduced into Paris about thirty years ago and has proved a durable material, with the qualities pertaining to a smooth pavement. The chief objection to it is its slipperiness. The limestone, which forms nearly 90 per cent. of its volume, is not granular, but amorphous, and it polishes under traffic, so as to become at times dangerous for horses.

The sidewalks of Paris are also paved with a preparation known as asphalt mastic, which is made in the following manner. The rock, after being reduced to powder, as above described, is placed in cylindrical kettles, in which about 8 per cent. of Trinidad as-



SCENE IN PARIS. WASHING STREET PAVEMENTS.

5 to 13 per cent. of bitumen, mixed with sand, and a small amount of limestone and clay. They have been principally used for the purpose of extracting the bitumen. The process consists in boiling with water at a temperature which fuses the bitumen and allows the sand to settle to the bottom; the water is then evaporated from the scum or froth and the bitumen is left as a deposit. The greater portion of this supply has now been exhausted.

The bituminous sandstone of California is found in large quantities at various points between San Francisco and Los Angeles. It contains about 12 to 18 per cent. of bitumen, and the rest is quartz sand, in grains about one-tenth of an inch in size. The material is sufficiently soft to yield to the heat and pressure of the hand. Within the last few years it has come into use for paving purposes in Los Angeles and other cities on the Pacific coast. The

asphalt has previously been placed and melted. The mass is stirred by revolving arms and agitators, at a temperature of about 280° F., for about five hours. It is thus thoroughly "cooked," and is then run out of the kettles into moulds, where it cools in the form of cakes or blocks, weighing about fifty pounds each. These are sold in commerce. To use them on the street the material is again heated in a suitable kettle in the following proportions:

Mastic cakes (broken to egg size)	60 pounds.
Trinidad asphalt	4 "
Fine gravel and sand	36 "
	100 pounds.

This is "cooked" for about two hours at a temperature of about 300° F., great care being taken constantly to stir the mixture. It is then taken out of the kettle by the bucketful and poured on the

foundation previously prepared for the sidewalk, its consistency being such that it will flow very slowly. It is then spread by means of wooden trowels and compressed and smoothed by rubbing, as in plastering. These sidewalks have given great satisfaction in Paris, and are almost universally used throughout the city. Their superficial area is nearly 5,000,000 square yards (about fifteen times as great as the area of the asphalted streets), and their length probably exceeds 1,000 miles.

The bituminous limestones of Germany, Sicily and Spain are of the same general character as those of France, but they are inferior in quality, since they are not so homogeneous or so uniformly impregnated with bitumen. Samples of a similar kind of limestone have been found in various parts of the Rocky Mountains, but they have not as yet come into general use for paving purposes, and it is probable that the expense of transportation will prevent their introduction to any great extent.

The bituminous limestones of Mexico and Cuba contain about 70 per cent. of bitumen, mixed with limestone, sand and other impurities. They have not come into general use for paving. It is found that, on partial reduction, the bitumen from this and other sources can be resolved into two substances, to which the names petrolene and asphaltene have been given; the petrolene being soft and resembling petroleum, and the asphaltene being hard and resembling asphalt.

In the Cuban rock the asphaltene is too largely in excess to make good cementing material. A pavement laid with Cuban asphalt in Washington, under guaranty of maintenance, was taken up by the contractor at the end of a year and relaid with Trinidad asphalt. In Louisville a pavement of Cuban asphalt was laid in 1882. Between one-third and one-half of it has been taken up and relaid with Trinidad asphalt, and what remains is everywhere cracked and shattered like a

broken pane of glass. This material is evidently too brittle for good paving cement. It is also so situated geologically that its mining is very expensive.

Trinidad Asphalt. — The asphalt of Trinidad is

SPREADING CUBAN ASPHALT WITH TRINIDAD ASPHALT ON THIRD STREET, LOUISVILLE, KY.



found in a so-called "lake," situated about 100 feet above the sea and about three miles from the shore of the island, at the village of La Brea (the Spanish word for pitch). Its area is about 114 acres; its depth, as far as ascertained by rude borings, is

reported to be about eighteen feet at the sides and seventy-eight feet in the center, and underlying it there is said to be a bed of blue clay. If these figures are correct, the lake contains about 6,000,000 tons of asphalt. Whether these borings are even approximately accurate is, however, very doubtful. It is even contended by some that the lake is still fed from underground sources. The only positive information on the subject is the fact that the excavations of the last ten years, amounting to about 180,000 tons, have not appreciably lowered its level, and for all practical purposes, at the present rate of consumption, it may be said to be inexhaustible.

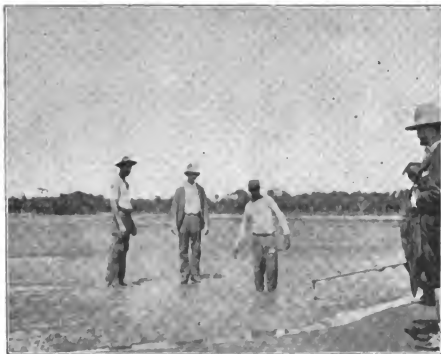
The word "lake," applied to this deposit, is an entire misnomer. It is a level track of brownish material, having an earthy appearance. Cracks or fissures, having a width and depth of a few feet,

matter with which it is combined settles by gravity, and the refined product is run off into barrels. This refining is in reality a mere heating to a liquid condition, in order to allow the sediment to deposit, and great care is taken not to heat the material to a point which will in any way change its chemical condition or produce distillation.

The Principal Uses of Refined Asphalt.— These are as follows: 1. As a varnish or paint. 2. As an insulating material. 3. As a water-proofing material. 4. As a cement in ordinary construction. 5. As a cement in roofing and paving compounds.

For all of these purposes it is, in its natural state, too brittle at ordinary temperatures. It is, therefore, treated or tempered with some form of oil, the kind of oil and the amount used depending on the purpose to which it is to be applied. For a thin varnish

it is mixed with one third of oil of turpentine and one-sixth of shellac. For paving-cement it is mixed with one-sixth of petroleum residuum. This cement is also suitable for coating water-pipes; but as these are not subject to atmospheric influences, they are usually coated with coal-tar residuum. An insulating material for electric cables, called bitite, is made by the Callendar Insulating Company. Its exact composition is not known, but the principal ingredient is asphalt. Asphalt paving-cement is also used to imbed naked copper wires for electric lighting. Mixed with sand, in substantially the same proportions as for paving, asphalt has been used to make electrical conduits on the "drawing-in system." As to the importance of using a non-conducting material in such conduits, in which insulated wires and cables are to be placed, electrical experts are divided in opinion. A serious objection to the



SCENE AT PITCH LAKE, TRINIDAD, SHOWING NATIVE SINKING SLOWLY IN SOFT ASPHALT.

appear here and there over the surface; some of them are filled with rain-water while others have been filled with soil, blown there by the wind, and giving support to a scrubby vegetation. Some travelers have reported that the deposit is liquid in the middle, but such is not the fact. Carts and mules can be driven everywhere on its surface.

The material is dug with a pick and shovel, loaded into carts and hauled to the beach. Here it is placed in baskets, which are carried by coolies wading through the surf to lighters, and from these lighters it is loaded on vessels. During the voyage the material unites into a solid mass, and has to be removed again by the use of the pick and shovel. On being unloaded it is placed for about five days in large tanks heated by a slow fire. The moisture is expelled, the roots of trees and other vegetable matters are skimmed off the surface, the earthy

use of such material in the streets of New York is the escaping steam from steam-heating pipes, which frequently raises the temperature of the surrounding earth to over 250° F., at which temperature the conduit loses its shape under pressure. Where such pipes are not laid these conduits are believed to be entirely satisfactory.

In masonry construction, for the reasons stated at the beginning of this paper, bituminous cement is used only in those cases in which rigidity is undesirable and impermeability to water is necessary. A notable instance of this is the brick arch spanning the large wrought-iron water main on the High Bridge over the Harlem River in New York. It was essential that this arch should be water-proof; and as its length is 1,381 feet, a ductile cement was indispensable on account of expansion and contraction. The chief engineer (Gen. G. S. Greene) used a cement

mortar made of Trinidad asphalt, with the addition of 10 per cent by volume of coal-tar residuum and 25 per cent of sand. The arch was a segment of a circle, of radius 29 feet 6 inches, and span 17 feet, the thickness being twelve inches, composed of three courses of bricks. The first two courses were laid on edge, with ordinary mortar of hydraulic cement and sand. On the second course a layer of the asphalt-cement mortar was laid to the thickness of half an inch. On this, while still hot, the third course of bricks was laid flat, the bricks being dry and hot, and dipped in hot asphalt before laying. The joints were then filled with hot asphalt, and finally a course of pressed brick was laid in flat hydraulic cement mortar, forming the paving and flooring of the bridge. The work is nearly thirty years old and has never leaked a drop.

Another noticeable instance is the La Salle street tunnel, under the Chicago River, the arch of which was laid with asphalt cement. The tunnel has always been perfectly dry; whereas the Washington street tunnel, under the same river, the arch of which was laid in hydraulic cement, has always leaked so badly that at times the tunnel cannot be used at all.

For the purpose of preventing dampness in cellars, the same form of construction, using two thicknesses of bricks dipped in asphalt while hot, and separated by a layer of asphalt, is entirely successful.

The usual method of covering arches with a continuous sheet of asphalt is not always successful, as there is an unequal contraction in the asphalt and the masonry with which it is in contact, which results in cracks. By using asphalt as the cement between heated bricks this difficulty is avoided, since the contraction in a single joint is almost infinitesimal.

A special form of damp course is also made by saturating hemp, canvas or felt-paper with a mixture of asphalt or very fine sand.

[The foregoing extract, and one other to appear later, are from a paper read by Col. Greene before the American Institute of Engineers.]

TRUTH vs. SENTIMENT.

In bicycling it does not hold real true,
That "distance lends enchantment to the view."
'Tis better to enjoy an easy run
Than scorch a hundred miles and call it fun.

Is THE hundred-mile bloomer girl a century plant?

THE wheel enables mankind to appear in a new roll.

DR. M. D. HUBBELL, one of New York's prominent wheelmen, warns his brother members of the League and others to look out for the cable car slots in his city, specially at the corner of 14th and Canal streets and Broadway, where slots are worn two and one half inches wide, and bicycle and carriage wheels drop into them easily. Many accidents are caused by them, and the doctor thinks the city authorities should bring action compelling the car company to fix the slots, and pay for all damages they have caused.

ETHICS AND ANKLE MOTION.

If you are going to ride the bicycle for the sake of seeing how many miles you can go in a given length of time, and you don't care how you look, and you don't care what effect your riding has on the minds of others, and you don't care what the general opinion of the non-riding public is, and if you have a measly, hard saddle that hurts you when you sit up, or if you imagine you are more comfortable with your nose pointing toward the ground, then of course you will ride this way —



But if, on the other hand, you are to use the wheel for health, comfort and happiness, if you have the instincts that enable you to enjoy the beauties of nature, if you have in mind what your non-riding friends might think of you, if you are anxious to appear like a gentleman, and show the world that a gentleman can ride a bicycle without losing any part of his dignity, then, of course, you will sit up like this —



If, after you can ride with some degree of confidence, and no longer find it convenient to keep the "hollow" of your foot on the pedal, you should want to make a study of the science of pedaling, so as to create the impression that you are an expert, the following may be of interest.

"Knee action" is considered a good point in trotting horses, but it is not so admirable in the bicycle rider. The knee should not be moved more than is necessary after the ankle has done its part. Ankle motion is graceful; knee motion is ungraceful.

The saddle should be adjusted so that the "ball"

of the foot can just comfortably reach the pedal when at its lowest point, as here shown. If the saddle is too low, so that the leg is not fully straightened at each stroke, the knee becomes tired much sooner. When the pedal comes up the ankle joint should be allowed to bend easily, so that at the beginning of the next downward movement the foot would stand in this fashion, — which allows the knee to rise to a much less height than if the ankle had been kept rigid so as to appear at the upper-

most point of each revolution, like this —

"The looks

of the thing"

has a great

deal to do with

bicycling, and

proper knee

action is worthy

of consideration by all cyclists.

If the saddle is so low that

when the knee is straightened

the heel comes down below the

pedal in this

manner, then

it is obvious

that the knee

action must be

much more at

the top of the

stroke. This excessive motion of the upper joints of the leg is especially ungraceful when it involves the raising each time of a skirt, which, in addition, may be flapping in the wind.

Ladies, especially, should study to use the ankle joint as much as possible, or at least as much as they do in walking, and, above all, have the saddle well up; then, before starting out to ride, read the following, written by Robert Grant, in *Harpers' Weekly*:



"O, youth, who, bending forward, rides apace,
With melancholy stamped upon your face,
Pursuing pleasure with a frenzied eye,
Yet mocked by her, however fast you fly,
Are you aware how horrible you look?
No guy invented for a picture book
Was ever a more painful sight than thou,
Lord of the bent back and the anxious brow.

"O, sit up straight and try to wear a smile!
Be less intent to pile up mile on mile.
Enjoy the prospect as you glide along,
The trees, the sunshine, and the robin's song.
To us who view you scorching day by day,
Bent on your har in such an awkward way,
You are the homeliest thing on earth, my lad.
O, sit up straight, and make the landscape glad!"

THE LOVE CHASE.

LA RUE.

"Dear maid, I'm your lover, and near you I'll hover,"

Said he, as his moustache he twirled;

"Other hearts may be hollow, but you I will follow
Though you lead me a chase round the world."

"Stuff and nonsense; believe me you cannot deceive me.

Why," said she, "do you speak so at random?"

"Such unusual devotion must mean two in motion,
Astride of a bicycle tandem."

JOSEPH H. DENNIS is to be credited with originating the good style of sign-board shown on page 205 of the August 7th issue of the *L. A. W. BULLETIN*. Mr. Dennis is local consul at Bloomsburg, Pa. When Shakespeare asked,

What 's in a name? That which we call a rose
By any other name would smell as sweet,

he taught us to look beneath the superficial things of earth and not judge them solely on their surface indications. It is well it is as it is, for here we have conclusive proof that a man whom people call "Dennis" may be an up-to-date thinker and a live, hustling doer.

A PHILADELPHIA member says "that, on August 8th, about 8 o'clock, P. M., on the old York road, just outside of Ogontz, a boy, about 18, was racing with a trolley car. He had no light on his bicycle and was going at a high rate of speed. He turned his head to one side to look at the car, and at that moment ran into a gentleman, striking him a glancing blow, and throwing the gentleman flat on his back. The blow did not overturn the bicycle rider, and he kept right on, leaving the man he had run down lying on the ground, apparently badly hurt. The people in the car shouted to the bicyclist to stop, but he got out of sight as soon as possible. Let it be a warning to all L. A. W. men, when they see such an accident as this occur, they will not let the man go who will so deliberately cause it. The large number of L. A. W. men now riding will, I trust, be able to stamp out such reckless and idiotic riding."

IF MEETINGS were always pleasant what a lot of fun some men would get out of riding a trotting horse.

WHEELMEN'S WOE.

F. J. MACHEATH, JR.

Don't you think because you see
Wheelmen bowling gracefully
Down a hill in ecstasy,
That to care they are unknown;
For beyond the vale below
Is a hill just tilted so
It will make those wheelmen blow.
They have troubles of their own

And ahead there waits a town,
And a copper with a frown,
Who delights to call men down.
If they don't move like a snail,
Any wheelman so inclined
To the cop may speak his mind,
But he's lucky if he's fined
And don't have to go to jail.

When the "sprinkler" soaks the streets,
Even acrobatic feats
Will not keep them in their seats,
So they tumble in the mud,
And a little further still
Is a most unwholesome hill,
Where they're apt to have a spill,
Which involves a painful thud.

Then, as wheels won't stand such wear,
There are breaks they can't repair;
And the railroad don't go there,—
It's just "twenty miles away."
And a wheel don't feel so light
When you're sort of tired at night,
And no supper looms in sight
Through the mists of dying day.

No. 22,192

THEY ARE WITH US.

The wheelmen of Altoona, Pa., have organized the "Logan Wheel Club." Among its officers are president, Mr. G. W. Strattan, master mechanic P. R. R. machine shops; first vice-president, Dr. D. M. Easter, assistant medical examiner P. R. R.; members of executive committee, Mr. W. H. Markland, electrician, Altoona machine shops; Mr. R. H. Fay, general superintendent motive power office. The objects of the club are to ascertain and protect the rights of those using the public highways; to impress the authorities and the public with the importance of having the highways placed and kept in good condition; to assist the authorities in enforcing reasonable laws relating to vehicles and highways; to importance of obeying the rules of the road; to legally protect members of the association and cultivate good comradeship between wheelmen.

The organizers recognized the fact that as individuals their influence would be slight as compared with what it would be if organized and, carrying out this idea to its conclusion, it was decided to make the association a League club and admit to active membership those only who were members of that organization or would join it.

The club adopted as colors royal purple (the official color of the L. A. W.) and crimson, which make a very handsome pair.

THE DUTY OF LEAGUE MEMBERS.

H. N. FRANCIS.

Many wheelmen are intensely selfish, and should learn that no man or woman can live nobly who lives for themselves alone. Concern for the common welfare is not only the highest expression of enlightenment but is followed by the highest rewards.

Wheelmen can and should do much through local organization to second the efforts of the BULLETIN toward good roads, and thus make a good record for themselves.

Individual and general objections to the condition of our streets and highways amount to little.

Wheelmen cannot hope to influence questions of economic construction and care of highways without local organization.

Much can be accomplished through associations having for their object the public welfare; then every citizen can take a part, and in most cities and large towns many problems in good government can with profit be discussed to great advantage, and a broad policy advocated.

The writer has in mind great progress made in the management of public schools, highways and other important matters in a Rhode Island town, during the past five years, through the intelligent discussion of these problems in several local organizations.

General apathy and want of organized efforts by wheelmen are undoubtedly delaying the day of good roads.

It seems to the writer unwise on the part of many States, cities and towns to lavishly spend money on public buildings and neglect streets and highways. Brockton (never mind the State) city hall furnishes an example of extravagance; an expenditure of more than ten dollars per inhabitant. It would require but little argument to prove that two millions of dollars expended on the important highways of Rhode Island would be of vastly greater benefit to all the people and industries of the State than a like sum in the State capitol building.

Co-operation for advancement in all that makes us a happier and more prosperous people is wise, and good results may be expected from constant and wise agitation for needed reforms.

Do not expect to bring about sweeping reforms in a day: work for some definite plan, or part of a plan, that all intelligent people can approve, and in time you will succeed, thus paving the way for greater successes.

CRASH bicycle suits are popular, but the "crash" bicycle is n't.

EVERY ungentelemanly rider puts all the rest under the ban of uncertainty.

DON'T ask any one to join the L. A. W. whom you would not like to ride with.

NOW AND THEN.

NIXON WATERMAN.

Oh, now and then there comes a day
 When all our skies are bright,
 And all of life's appointed way
 Is bathed in golden light;
 When roses hide no thorns beneath;
 When love holds no alloy;
 And zephyrs full of perfume breathe
 From out the hills of joy.

The present is a fleeting thing.
 The past will live for aye,
 And all its store of treasure bring
 Forever and a day.
 And softer shall the echoes come
 From time's receding shore;
 Each day will glean a pleasure from
 The days that are no more.

Oh, memories of such, awake!
 And glad the weary Now;
 A wreath of recollections make
 To crown the dreamer's brow.
 Oh, silent voice and vanished hand,
 Bring back the golden sheaves!
 The ripple of the waters and
 The laughter of the leaves.

THE SEDUCTIVE CYCLOMETER.

BY GEORGE APPLETON.

"I tell you," said Smith, "the cyclometer is responsible for all our wheeling ills—yes, indeed, the very foundation of every one of them. The doctors may rave and rage (they ought not to make such ado, if they are making so much out of it), and say that there'll not be a well man or woman (except in museums, exhibited as curiosities) in five years if the cycle be not abandoned—all owing to the terrible injuries, self-inflicted, by riding a wheel. By the way, it occurs to me that the trouble with the doctors is, that riding wheels has taken away all their patients.

"But some injury results; that's admitted by all. Every sport or pastime is overdone by the few, comparatively—everything from checkers up or down may be overdone. But it is not the wheel that is thinning the ranks of the people and putting them under weeping willows; it's not the saddle, not yet quite right,—in its infancy, as it were,—but growing steadily toward perfection (mine's all right), that is making havoc upon the human race; but it is the cyclometer that menaces the happiness and long life of the riders of the wheel. Riding the cyclometer results, perhaps, in great physical weakness and moral dyspepsia. For example: A man riding on the Midland Road, came to two youths resting under a tree. What do you suppose they were doing? Why, running up their cyclometers by hand. When asked how they could still the pangs of conscience, one replied, 'That's all right. A piece back, we had to carry our wheels a mile or more.' 'Which way did you come?—by the Joe Bill Road?' 'Yes.' 'Well, I came the same way, and it was not necessary to carry the wheel more than ten feet around that slough in the road along by the Big Pine Swamp.'

"But let me tell you how the cyclometer works in my own family. We have five bicycles, and I judge that a committee of the whole has been appointed in my family to secure a tandem. That'll make six. When we began to ride everything went merrily. 'T was great sport, and it is now but a disturbing element—the cyclometer has come in. One day my boy brought home a cyclometer and began to run up miles and to talk about it to his sisters, telling them that they were no riders and were a long time in covering a few miles. Naturally, his sisters called for cyclometers and, of course, had to have them. No peace in that house till cyclometers appeared. And then my wife said she'd like to know how far she was riding, and it would be such satisfaction, you know, to know the distance from Bob's Corner to Knuckle Alley.

"This brought me around. If all were to play with cyclometers, the old man would take no back seat, and at last every one of the five wheels had a cyclometer, and the race began—a race of cyclometers. No longer were we riding for pleasure, the morning air and the scenery, but to make hot boxes of cyclometers. Before the cyclometers came, the boy, even on a wheel, did not always wait on his sisters as promptly as they demanded. Starting out one day, one of the girls forgot something and sent her brother back to get it. He went with a wry face and with much grumbling. Now note the change. After the cyclometers arrived, we had a picnic on the Ten Mile River. When we were half way home, it was discovered that a basket had been left behind. Did the boy hesitate and scold and make remarks about the carelessness of girls? No, sir; he was away in a minute, with both girls in full cry after him, all shouting, 'I'll get it!'—all on account of the cyclometers. It gave them a chance to run up a few more miles.

"As I had something else to do besides riding a wheel and running up miles, although I let the cyclometer know that I was no poke, I was behind in the mile record of every other member of the family. Having more time now, I must catch up and stand no longer at the foot of the class. Alone at home, one evening, it occurred to me that my cyclometer might be the custodian of the record of miles covered while I was learning to ride. Why, not? Certainly I rode at least a hundred miles during that wobbling, shin-scraping time. Ha! a happy idea! One hundred miles will help to catch up and overlap my eldest daughter! Ha! and not one of the family had thought of that way to increase the score, smart as they all were! A hundred honest miles added at one stroke—no, no, not an one stroke, but many strokes of the fingers of the fly wheel.

"I began immediately to run up the cyclometer by hand, and had twenty-six miles told off when I heard the folks coming. I grabbed a book and was deep in it as the family entered. But my cake turned to dough very soon after, as might be expected in a family where there is a sixteen-year-old boy said to be smarter than his father. All boys of

that age usually are. But I did not know what he was up to, and he caught me.

"Pa, did anybody call?"

"No."

"Been here all the evening?"

"Every minute."

"Then he laughed and threw up his heels, and proclaimed to his mother and sisters: 'When we went away, his cyclometer read 437, and now it's 463.'

"Caught. I had to make a clean breast of it, and the result was what might be expected — every member of the family began immediately to run up the cyclometers to record miles covered in learning to ride. My wife and daughters were of the opinion that they rode each a thousand miles in the experimental stage, considering the bumps and bruises they received. But anyone knows that women cannot count except on the wrong side. We compromised on a hundred miles apiece. That's where we stand at present. I am still at the foot of the class, and am called Jeremiah Slowboy. It has been hinted, also, that it is not safe to leave me alone at home with a cyclometer.

"But I have been able to overtake that smart boy of mine and bring him down a peg. We started out one morning for a ten mile ride. I happened to note his cyclometer when we started. When we arrived at our destination, I saw that his cyclometer had registered fourteen miles and a half, while mine had run up only ten miles. We experimented with that cyclometer and discovered that in every ten miles it registered four miles and a half too much. I took off that cyclometer and threw it in the junk pile, where some other cyclometers ought to be, and in making tally on the new one took four and a half miles out of every ten.

"If this racing of cyclometers goes on, I shall read the riot act or proclaim martial law in our household. But what's the use? When a man has grown up daughters, and a son smarter than himself, what does he amount to, anyway?"

PROVIDENCE, R. I.

RUSSELLVILLE, Ky., has 3,000 population and five League members, four of whom have joined during the last month. Chas. H. Ryan, Jr., says the people there seem to be "agin" the L. A. W., but the new members are going to try to convert the people. "A little leaven leaveneth the whole lump," and the people of Russellville may yet wake up to their opportunity. They need the League more than the League needs them.

If Russellville or any other town does not care to be indicated on the map, and wishes to hide away from the rest of the world, why the best way to remain unknown is to fight shy of the L. A. W., for it's a well-known fact that a wide-awake League town is sure to be known everywhere.

The oldest settler is the one who is the longest about paying his bills.

THE BICYCLE CHAIN.

BENJ. H. GLOVER.

Since the wheel has had such a phenomenal sale, it no doubt has come into the possession of many people who know little about the proper care of those parts of a wheel that determine and modify its running qualities.

One of the most abused of these parts is the chain and gear, and yet with but little attention it may be kept in good condition; that is, as near frictionless as possible. It must be understood that a large per cent. of the power used when riding is absorbed in the machine itself as friction.

Having returned from a run of something like 1,800 miles, over all kinds of roads, it is evident that my chain was at times covered with mud, dust and sand.

It is impossible to clean such a chain by a rag or cloth, so a bottle of gasoline was obtained, the connecting link of the chain opened, and the chain lowered into the bottle and well shaken. In a very short time the chain is as clean as one could wish, but the gasoline cuts out all the lubrication also.

In oiling, do not squirt a stream of oil along the chain. A machinist would not think of oiling his machine in that way, but oils at the moving parts or bearings. Just so the bicycle chain needs oil only at the joints, and not much at that.

When the two ends are held in the hands, each link should turn at the bottom by itself, and with a short radius; if they are tight and bunch, the rivets at that point are too tight, and must be worked loose immediately, unless you want to tire yourself out bending the chain around the sprocket wheel.

If you wish, a little graphite may be rubbed on the chain after oiling, and after spinning the wheel wipe off any surplus.

Graphite without the oil is next to useless, as the oil is required to carry the graphite into the joint, which it will not do of itself.

Once in a while it is well to clean each tooth of the sprocket, as there is a tendency for dirt to pack in between the chain and wheel, and cause the chain to run tight, especially over muddy roads.

With these few suggestions any one, by using a little judgment, can keep his or her chain in that desired condition — as frictionless as possible.

CHICAGO, ILL., Aug. 10, 1896.

No. 111,520.

IN a recent case tried in Paris the court condemned a railway company to pay 250 francs for damage done to a lady's bicycle, and this in spite of the fact that the company obliges cyclists to sign a declaration exonerating it from all risk in case of accident. It is worthy of note in this connection that in France cycles are considered personal baggage, and unless a passenger in a train has more than the allotted weight (66 lbs.), including his or her cycle, the only charge is 1d. for booking.

If your wife had her life to live over again would she marry you?



MY SUMMER-GIRL.

NIXON WATERMAN.

Come, my little X Ray fairy,
With your pretty teeth of
pearl;

Like a vision cool and airy,
You shall be my summer-
girl.

No warm-blooded,—stalwart—
creatures,
While the dog-days linger near,
Can eclipse the splendid feat-
ures

I observe in you, my dear.
I can never, never doubt you,
For you would not dare be-
tray;

There is this I like about you,
I can see through all you
say.

I'm cool-headed,—please re-
member,

With a light and open heart;
Be my Josie till September
And I'll be your Bonaparte.

Picture reproduced from *The Com-
mercial Traveller*.

CYCLING IN THE DESERT.

Mr. D. G. Hogarth, who was the first man to take a bicycle into Upper Egypt, describes his experiences of cycling in the desert. His experience certainly seems to have justified the belief that a camel will find in the bicycle its most dangerous rival:

"Progress is easy enough on the camel paths, if dust and sand do not lie more than a couple of inches deep upon the firm surface; and the time that you make will be incomparably less over long distances than any four-footed Egyptian beast can accomplish. The seven hours that lay between our camp and Mendinet—five miles of sheer desert, three of desert half reclaimed, some sixteen of dyke road, in two places impracticable on account of sand—I could cover without great exertion in two hours and a half, the wind blowing across west to east, as it will blow nine winter days out of ten in Egypt. It was not on the dyke roads, however, so much as in the open desert that I used my novel steed. There it ran over all sorts and conditions of ground; over pebbly stretches, where the round stones sink into their soft sand couch beneath the tire; over dust laid lightly on the native rock, through wind-blown sand waves, if ridden slowly and held very straight, and at racing pace on the salt pans or hard, clayey deposit in the beds of torrent courses. Given a wind not directly adverse, nothing stopped the wheel altogether except loose sand laid deep, in which it 'skidded' as in mud, or soil impregnated with alkali, where a treacherous film overlies a consistency of soft soap."

MARRYING an American heiress is a prize-ring affair wherein Europe is anxious to put up her dukes.

WHAT IT HAS DONE.

The Young Men's Christian Association has demonstrated that bicycle clubs may be successfully conducted without the desecration of the Sabbath; that gymnasiums may be supported for the promotion of physical culture without encouraging professionalism; that recreation rooms may be opened to young men without gambling devices; that entertainments may be enjoyed and largely patronized without catering to sensual and immoral tendencies; that restaurants may be conducted without the sale of spirituous liquors; that religious work may be prosecuted without cant and sentimentalism; that all the attractive features of social club life may be had without accompanying temptations and perils; that educational class work for the unemployed may be conducted with a standard so high as to win the respect of prominent educators in the community; that business men can make endowments and legacies for such a work without danger of the money being squandered for useless and visionary purposes. — *Chicago Y. M. C. A. Bulletin*.

IF INVENTORS could be persuaded to announce their wares in terms less extravagant than those generally used, there can be no doubt that more consideration would be given to the novelties by the thinking portion of the public. Bombastic announcements about 30 per cent. reductions in friction, 90-inch gears as easy to ride with the new invention as 60 without it, revolutions in cycling, and so forth, are apt to prejudice the experienced cyclist, because he has heard it all before, scores of times. — *Scottish Cyclist*.

A MAN while he's living may boastingly say
He's rich, but his will is a dead give away.

WHEN a doctor pays a visit he makes the visit pay him.

"It's awful hot," the scorchers say,
And then they go and scorch all day,
Although they know it does n't pay.
But then, it's just the scorchers' way.

R. H. R.

HE WAS new, so, of course, when his tire exploded he said that he was n't aware it was loaded.

DOES a good story-teller use his own yarn when knitting his brows?

THE money-lender succeeds because he takes great interest in his business.

THE healthfulness of the exercise of wheel-riding is clearly proved by the fact that the people of former times, who had no bicycles, are nearly all dead.

HE is called a "Billy" goat because he has such a strong Will.

THE SCORCHER'S NEMESIS.

BY GEORGE HANCOCK SMITH.

He had coasted down the pyramids and crossed the bridge of sighs;

By his racing in the Orient he had captured many a prize.

Made a circumnavigation of this great terrestrial ball.

Over mountains, plains, and icy floes, the desert sands and all.

He had beaten, with a handicap of forty rods or more,

All the cracks of the profession, speedy flyers by the score.—

Such as Banger, Boulter, Zooper, Gizer, Curphy, Simble,

Kiss,

Lardiner, Kiegler, Cohnson, Mald and Bloughead, all without

a miss.

He had scaled Iztaccihault, rode the naughty Transvaal

through,

Scorched a mile in ninety seconds on the streets of Tim-

buctoo;

In the wilds of Kipling's jungles ran a monstrous cobra

down,

And the Rajah of Ujiji made him solid with the town.

When he donned his many medals he was proof against the

foe,

For a bullet could n't find him, — he was armed from head to

toe.

Some of pewter, lead and antimony, copper, zinc and gold;

Some of silver! — yes, of silver! — free and otherwise, I'm

told.

He had chased a band of Indians and a cyclone once chased

him,

But he rounded up in Deadwood with the saddle and one

rim;

He had braved a thousand perils and escaped without a

blow,

But he could n't dodge the sprinkling cart, and so they buried

him low.

DAYTON, O.

ALBANY TO NIAGARA FALLS.

EDITOR L. A. W. BULLETIN:

In the middle of June another L. A. W. man and I spent five days on the route across the State of New York as given in the Road Book, and two weeks later I took two and a half days in retracing my way from Niagara Falls to Albany. From this experience I can suggest the following changes in the course, as giving better roads this year:

From Albany to Schenectady by the cycle path; at the end of the street in Schenectady turn to right; cross the Mohawk by bridge, and keep on north side of river clear to Herkimer.

After passing under the N. C. R. R. and across the N. Y. C. at Newark, take the road parallel to the railroad and stick to it to Rochester. By following this you will not pass *through* (but north of and in sight of) either Newark or Palmyra, but you get very good surface and few hills. Between Palmyra and Pittsford there are several mean sand ridges to be crossed; if you go by road, look. By the above route these are avoided. From Fairport to Rochester a side path is being constructed, if not already completed.

J. A. S. REDFIELD, No. 66,555.

LOCKPORT, N. Y., Aug. 10, 1896.

A DEEP road is worse than a long one.

W. J. BULGER, Oil City, Pa., asks if it is a common thing for wheelmen to build township or county roads by personal subscription, after paying their regular road tax? He says this is being done in his county. When roads become impassable the wheelmen raise money to put them in repair, and the road-destroying wagons get the benefit of it. He says, further, that wheelmen are fined for riding on the walks at the side of impassable cobblestone streets. There are many battles yet to be won for the bicycle. Wheelmen who are now personally paying for making roads should organize and elect the right sort of men to do the work publicly. A sufficiently strong organization of wheelmen in any locality can and will secure their rights.

THE uses for the bicycle enlarge materially as time passes. The latest is that of a belated bridegroom at Hillsboro who missed his train, and was near delaying a wedding in consequence. But he mounted the wheel and, like young Lochinvar who came out of the West, bravely rode twenty-five miles to the wedding in good time, and thus allayed the gloomy forebodings of his bride and caused all to end well. — *Daily Oregonian*.

C. E. LLOYD, Jr., Philadelphia, says: "Double lens lanterns showing the light both front and back are dangerous. On a dark night it is quite impossible to tell whether such a light is going or coming, and it may appear in front of you on either side of the road. *Red lights should not be used in front.* These double lens lights might be all right, provided the back lens is red, making a red light to the rear and a white light in front."

A Self-Possessed Girl.

"I'm very fond of you," he said,

"We think alike," said she;

"You love me then?" "Ah, no, instead,

Like you, I'm fond of me."



It is the intention of Humber & Co., America, Limited, to establish during the fall of 1896 a branch retail depot in every prominent city of the United States. Applications for the position of Manager for each city will be received until September 15. Salary and percentage on sales will be given desirable men. Applicants must state general business experience, (experience in the cycle business not a necessary requisite.) Satisfactory references as to character, reputation, business and social connections, capabilities, and business diligence, together with bonds, will be required of each manager.



THEY COST ENOUGH, BUT—

Deputy-Secretary Hamilton, of the State Department of Agriculture, is out in a bulletin on the subject of Good Roads that will excite considerable discussion in various localities throughout the State. Mr. Hamilton takes the sensible ground that the present wretched condition of many of the roads is due not so much to lack of funds as lack of judgment and knowledge.

Year after year, he says, road supervisors go right along constructing roads on a plan that presages failure by a violation of the elementary principles of good road-making.

Roads high at each side and depressed in the middle, rendering drainage impossible, are constructed by men who profess to know something of road-building, and who have had sufficient experience to recognize how absurd and illogical are their ideas. Farmers do the greater part of this bad road-building, partly because of a lack of enthusiasm in the movement for Good Roads, principally because of an absence of knowledge of the underlying principles of road construction.

The good road, as every one should know, is high in the middle and ovals off to the gutters at each side, thus effectively draining itself.

"The problem of the present," says Mr. Hamilton, "is not how to build good roads, but can we here in Pennsylvania build them? Can the farmers who have charge of the highways of the State construct good roads within a reasonable time and at moderate cost? And will they do it? Some one will do it inside of the next twenty years. If the farmers of Pennsylvania conclude that it can be done, and undertake the work, and conduct it in a proper way, they will retain control. If, on the other hand, action is delayed, or they continue to manage this business as it has been in the past, then all the indications are that the management will be taken out of their hands and the work will be done by others; and the serious danger is that the farmers, after all, will have to foot the bills.

This should spur the farmers to a more intelligent conception of road-making. Under the present blundering system the danger is that the work will be taken out of their hands. Nor can they blame the State for refusing to continue a mode of proced-

ure that results in wretchedly-constructed roads at high cost.—*Philadelphia Call.*

ALLUDING to the wide tire law of Connecticut, the *Springfield Republican* declares that it is an eminently wise and reasonable enactment, and the only wonder is that people have to be forced by legal measures into doing what is so plainly for their own interest. No other single element except ignorant road-making adds so much to the heavy burden of supporting the highways as the use of narrow tires, which cut up the roads instead of ironing them smoothly down. Look at the beautiful glossy path which the bicyclists make for themselves at the edge of the road, before the puddles are fairly dried up, and then at the bottomless abyss plowed by the loaded wagons, and one has the whole thing in a nutshell. The pneumatic bicycle tire, by flattening at the point of impact with the road, has all the effect of a wide tire combined with a comparatively light weight. The horses' hoofs chop up the road somewhat, but this is nothing in comparison with the deep cuts of the narrow wagon tires on vehicles carrying heavy loads. If reasonably good roads are made in the first place and vehicles are equipped with tires, with something near the same proportion of weight to width, as the tires of a bicycle, and with the tread of the rear wheel wider than those of the front wheels, so as not to follow in the same path, the surface of roads would not be rutted, but on the contrary the wheels would serve as rollers to roll the road down hard and make them better. It seems rather a travesty on common sense, as has been well said, to tax the public to purchase expensive rollers to smooth down the highways and then permit narrow-tired wagons to cut them up at their own sweet will. The more economical way would be to make rollers out of the wagons by putting wide tires on them.

JOHN HAMILTON, Deputy Secretary of Agriculture and Director of Farmers' Institutes for Pennsylvania, says all wagons hauling over two tons should be required to have six-inch wide tires, as a single load on a narrow tire often damages the road more than all the other traffic of the year.

THE better the roads the easier it is for a farmer to make a dollar.

THE ladies of Memphis, Tenn., are wearing neat badges on which is printed, "We Want Clean Streets."

IF you don't want better roads do you wish worse ones?

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DUST is dry weather mud.

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DRAS SEE - Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and to the L. A. W. constitution.

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Write references on margin below.

IF you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents.

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Suspensions.

Sixty days, from August 6, for false entry—L. R. Jefferson, Ocean Grove, N. J.; George Reith, New York city, N. Y.; W. A. Hawley, Red Bank, N. J.

Sixty days, from August 6, until dealing in connection with cycle racing—Bernard Murphy and James Murphy, Philadelphia, Pa.

Sixty days, from August 6, for unsanctioned races—Walter Tennant, Des Moines, Iowa; Mark Barty, Fennimore, Wis.; W. Hamilton, Lancaster, Wis.; Bert Powers, — Harker, — March, — Thomas and — Chandler, Fennimore, Wis.; Jesse Hill, Jerry Sheerell and Frank Patterson, Ariz. Wis.

Thirty days, from August 1, for false entry—H. M. Hyington, Norwalk, Conn.

Thirty days, from August 6, for unsanctioned races—T. A. Dalton, F. C. Shea, Robert Rath, Hubert Avery, Merritt Deeson, and Ab Bonduant, Dodge City, Kan.

Sixty days, from August 1, for unsanctioned Sunday races—Gusna, Woodburn, Ore.; — Davis, Salem, Ore.; F. W. Rother, — Wilhelm, — H. Richards, Jr., Charles Zeigler, George D. Sollers, George O. Brandenburg, Portland, Ore.

Thirty days, from August 6, for unsanctioned races—Terry Pearson, Old Olson and John Olson, DeKalb, Ill.

Thirty days, from August 6—F. J. Sheune, H. C. Cams, Vincent — Ayello, John A. Evans, George R. Elwood, Edward Crawford, Alfred Arnold, Max Jensen, — H. Townner, George E. Snider, W. G. Lindger, Thomas Seaman, G. W. Fohl, Marshall Pier, W. F. Cunningham, Charles W. Ryer, Paul Krogstad, Henry Hartman, Jr., Harry C. Schmidt, J. W. C. Lynch, J. R. Patterson, New York city, N. Y.; James A. Scott, Jersey City, N. J.; Charles Bitterman, Paterson, N. J.; R. C. Wiegand, P. P. Morris, New York city, N. Y.

Thirty days, from August 7—Boyd E. Cadman, Bloomsburg, Pa., for false entry.

Thirty days, from August 7, for competing in unsanctioned races—George Horton, Oscar Foster, Bert Edwards, Conrad Hansen and Arthur Bittell, Beloit, Wis.

Sixty days, from August 7, for unsanctioned Sunday races—Julius Halley, Elmer Miller, A. Anderson, Frank Peters, Milwaukee, Wis.

Sixty days, from August 7, for competing in unclassified novice races—Albert Bent, W. R. Crossley, F. J. Megard, B. H. Van Satta, R. D. Young, R. T. Purcell, H. C. Jewell, Boyd Furman and E. A. Mears, Bloomsburg, Pa.

Thirty days, from August 8, for unsanctioned races—Ralph Graves, Nat Curran, Willie Knight, F. Morrell, F. Bean, J. A. Lundquist, H. E. Gray, F. Dana, Willis Briggs, J. Henry Nelson, — Pressey, — Townsend, — Menzies, —.

For thirty days, from August 1, for entering races and failing to appear or get excused by referee—J. W. Burburg, New York; W. R. Platte, New York; T. J. Boy, New York; W. H. Wilson, New York; J. P. Brookline, N. Y.; H. C. Angell, Brookline, N. Y.; H. C. Tuckesheim, Brookline, N. Y.; George Reith, New York; F. B. Slater, Rahway, N. J.; L. B. Wood, New York; J. H. Boston, New York; V. D. Hollers, New York; O. Weinpelo, Brookline, N. Y.; E. E. Bennett Brookline, N. Y.; G. H. Hulser, Newark; H. F. Bosky, New York; H. W. Frenkel, Paterson, N. J.; L. N. Nunken, Brookline, N. Y.

For thirty days, from August 1, for competing in unsanctioned races—Frank Hendrix, Brookline, N. Y.; Charles Hewlett, Brookline, N. Y.; M. McClelland, Brookline, N. Y.; J. Austin, Brookline, N. Y.; C. Delahanty, Brookline, N. Y.; J. Frank Rowland, Brookline, N. Y.

Robert Stewart, Brookline, N. Y.

Suspension placed on G. Van Amburg, Arlington, N. J., has been removed.

Trauer "Chuppy" Warburton having been debarred from all track privileges by the National Cyclists' Union of England, and in the terms of the I. C. A. agreement, he is also debarred from track privileges in this country.

For entering amateur races after having raced for cash—C. H. Bowden, Philadelphia, is declared a professional and suspended from all track racing for three months from August 1.

Transferred to Professional Class.

George H. Collett, New Haven, Conn., vote of Racing Board.

F. C. Hoyt, Springfield, Mass., clause (f), vote of Racing Board.

R. L. Werth, South Norwalk, Conn., clause (f), vote of Racing Board.

G. H. Thatcher, New Haven, Conn., clause (f), vote of Racing Board.

Frank L. Kall, Philadelphia, Pa., own request.

Walter A. Curtiss, Utica, N. Y., own request.

Iver Gustavson, Chicago, Ill., clause (b).

Ray Adams, Beers, Tex., clause (b).

Thomas Foulds, Springfield, Mass., clause (f), vote of Racing Board.

F. Moore, Laramie, Wyo., clause (b).

C. D. Spalding, — — — — —

George Clark, — — — — —

W. Rogers, — — — — —

C. F. Harris, — — — — —

Gilder Abbott, New Orleans, La., own request.

Palmer Abbott, — — — — —

Samuel Young, — — — — —

O. A. Rudd, Minneapolis, Minn., own request.

C. A. Morgan, Portland, Ore., own request.

Emil Ubricht, Los Angeles, Cal., own request.

Joseph McAmiland, Philadelphia, Pa., clause (b).

John Haney, — — — — —

John Donahue, — — — — —

W. L. Becker, Streator, Ill., clause (b).

H. M. Bird, St. Paul, Minn., clause (b).

A. A. Phillips, Chicago, Ill., own request.

Aug. 12—Lampman, Minneapolis, Minn., clause (f), vote of Board.

F. Barton Stowe, Conway, Mass., clause (g).

J. Schuster, New York city, N. Y.

George A. Childers, Denver, Col., clause (b).

John English, Maryville, Mo.

W. J. Paquette, Mobile, Ala., own request.

George Owens, Philadelphia, Pa., clause (b).

Bert Soule, — — — — —

Frank Story, — — — — —

James Thompson, — — — — —

Suspensions placed upon the following have been reduced to expire Aug. 31: S. A. McDonald, Mark Benson, Charles Lloyd, Frank Browning, and Harry King, Rocky Ford, Colo.

By vote of L. A. W. Racing Board, Walter L. Eckhardt, Baltimore, Md., is transferred to the professional class under clause (c); also suspended from all track racing for three months from August 5, for riding as an amateur after becoming a professional.

Suspended Pending Investigation.

H. A. Seavey, Waltham, Mass.

Robert McIntire, Waltham, Mass.

Clifford Sutherland, Annapolis, Md.

Edward De Leon, Annapolis, Md.

Isaac Charlton, Philadelphia, Pa.

S. C. Boshing, Providence, R. I.

J. R. Brown, Providence, R. I.

G. W. Drury, Winchester, N. H.

G. W. Drury, Winchester, N. H.

Floyd Brown, Boston, Mass.

W. J. Driscoll, Andover, Mass.

W. J. Driscoll, Andover, Mass.

C. Brown, Allston, Mass.

A. J. Hammond, Lynn, Mass.

Frank Smith, East Norwich, Conn.

Alva A. McLain, Aurora, Ill.

Sanctions Granted.

Aug. 18—Salem Cycling Club, Salem, O.

Sept. 1—Indianapolis Cycle Track Association, Indianapolis, Ind.

Aug. 25, 26, 27, 28—Marshall City Agricultural and Industrial Association, Plymouth, Ind.

Sept. 1—The Dayton Trade and Labor Assembly, Dayton, O.

Aug. 20—Metropolitan Cycle Racing Association, New York.

Aug. 20—Maple City Athletic Club, Ogdensburg, N. Y.

Aug. 22—George A. Root, Bolivar, N. Y.

Aug. 20—Hartley Cycle Club, Middletown, N. Y.

Aug. 20—Albany Bicycle Club, Albany, N. Y.

Sept. 7—M. M. C. Lockport, N. Y.

Sept. 16, 17—Camden Industrial Association, Camden, N. J.

Aug. 20, 21—Salina Bicycle Club, Salina, Kan.

Sept. 25—Springfield Fair Association, Springfield, Mo.

Aug. 25, 26—Wichita Wheelmen's Association, Wichita, Kan.

Aug. 14, 21, 22—Leavenworth County Wheelmen, Leavenworth, Kan.

Aug. 10, 20, 21, 22—Supply Co., Waco, Tex.

Aug. 20—Wellington Wheel Club, Wellington, O.

Aug. 25—Licking County Agricultural Society, Newark, O.

Sept. 1—George W. Smith, Columbus, O.

Aug. 17—Century Club, Paulding, O.

Sept. 1—Shelby County Fair Association, Shelbyville, Ind.

Aug. 22—Elyria Wheel Club, Elyria, O.

Aug. 20, 21, Lima Cycling Club, Lima, O.

Sept. 7—Lima Cycling Club, Lima, O.

Sept. 14—Lawrenceville Bicycle Club, Lawrenceville, O.

Sept. 8—Zanesville Bicycle Club, Zanesville, O.

Aug. 28—Atkinson Race Track Association, Atkinson, Ill.

Aug. 28—Madella Cycle Club, Madella, Ia.

Aug. 16—Keokuk County Club Cyclers, Sigourney, Ia.

Aug. 20—Keokuk County Club Cyclers, Sigourney, Ia.

Aug. 19, 20—Grand Rapids Athletic Club, Grand Rapids, Mich.

Sept. 2, 9, 16, 23, 30—Grand Rapids Athletic Club, Grand Rapids, Mich.

Sept. 7—Ottawa Cycling Club, Ottawa, Ill.

Sept. 9, 16, 23, 30—Henry County Agricultural Society, Cambridge, Ill.

Aug. 25—Lansing Cycle Association, Lansing, Mich.

Aug. 26—T. S. Humley, Jr., Woodstock, Ill.

Sept. 7—A. B. Richmond, Grand Rapids, Mich.

Aug. 26, 27—Associated Cycling Clubs, Milwaukee, Wis.

Aug. 22—St. Columbia's Church-Picnic, Washington Park, Philadelphia, Pa.

Aug. 22—Hook and Ladder Co., Kingston, Pa.

Sept. 7, 12—Keystone Cycle Club, Johnstown, Pa.

Sept. 27—St. Patrick's Church, Elizabethport, N. J.

Sept. 7—Red Rank Wheelmen, Red Bank, N. J.

Aug. 26, 27—Ashbury Park Athletic Association, Ashbury Park, N. J.

Sept. 10—Referee Wheelmen, Philadelphia, Pa.

Sept. 1—Bayesian Society, Wheeling, W. Va.

Aug. 22—Young Men's Business League, Philadelphia, Pa.

Sept. 1—Montgomery County Fair, Rockville, Md.

Aug. 29—D. S. Bunnell, Philadelphia, Pa.

Aug. 29—Maryland Division, L. A. W., Baltimore, Md.

Aug. 27—Rock Hill Athletic Association, Rock Hill, S. C.

Aug. 29—Middlesex Athletic Club, Spotswood, N. J.

Sept. 5—H. J. Pote, Lynn, Mass.

Sept. 5—Rose of N. E. Wheel Club, Norwich, Conn.

Sept. 5—McMahon & Wren, Bridgeport, Conn.

Sept. 7—Central Labor Union, Lawrence, Mass.

Aug. 20—Butchers' and Grocers' Association of Marlboro, Riverside, Md.

Aug. 20, 21—Woonsocket Agricultural Society, Woonsocket, R. I.

Sept. 7—Wayside Park Club, S. Framingham, Mass.

Aug. 12—Narragansett Wheelmen, Riverside, R. I.

Aug. 22—Rhode Island Division, L. A. W., River side, R. I.

Sept. 15—Vindicta Cycle Club, Worcester, Mass.

Sept. 12—Spind City Wheelmen, Lowell, Mass.

STOP THIEF—\$25.00 REWARD.

Stolen, Sunday, July 6, from W. O. Klamroth, 1172 Madison avenue, New York, N. Y., "Liberty" wheel, 36" Model, No. 14785, 27½ inch frame, 28 inch wheels; upturned handle-bars; "Liberty" double-tube tire; rat trap pedals; handle-bar scratched on right side; no brake; bell on left side; watch and holder in middle of handle-bar; "Standard" cyclometer on left side, last registered, 6 miles; black top bag.

STOP THIEF—\$25.00 REWARD.

Stolen, Tuesday afternoon, June 11, 1896, from 2511 James Place, Brooklyn, N. Y., "Stearns" Ladies' Bicycle, Model 535, No. 10,470; Hartman's single tube tire; Christy handle. The property of Mrs. E. W. Clear.

\$25.00 REWARD

will be paid for information leading to the detection and conviction of any person guilty of stealing a bicycle from any member of the NEW YORK STATE DIVISION. By order of the board of officers.

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INDIANA DIVISION.

I have this day appointed Walter B. Hassan, of Jeffersonville, Ind., as vice consul of the Indiana Division. I earnestly request members of this division to do all in their power to assist Mr. Hassan in the discharge of the duties of his office.

WALLACE SHERWOOD, Chief Consul

August 10, 1896.

PENNSYLVANIA.

At the semi-annual meeting of the board of officers of this division, the following committee was elected to make nominations for the offices of consul, vice consul, and secretary-treasurer: Amos P. Hare, 10 N. Third street, Harrisburg; J. C. H. Loken, 3205 Aspen street, Philadelphia; S. H. Murray, Lewisville.

P. S. COLLINS, Sec.-Treas.

OREGON DIVISION.

As I have only announced prior to this date, through the BULLETIN, the appointment of our rights and privileges committee, two local consuls, and one League hotel, I will present herewith a complete list of officers, committees, local consuls, and League hotels as they have been appointed and now stand in this Division.

OFFICERS.

A. I. Donnell, Chief Consul, 394 Sixth St., Portland.
L. H. Howe, Vice Consul, 144 Sixth St., Portland.
F. M. Wells, Sec.-Treas., 7 Wadd Building, Portland.

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Rights and Privileges Committee.

S. H. Grober, Chairman, 208 Commercial Bk., Portland.
Eugene D. Wile, 1335 E. First St., Portland.
Benjamin I. Cohen, 126 First St., Portland.

Improvement of Highways—"Good Roads"

Eugene H. White, Chairman, 133 1/2 First St., Portland
 H. H. Henderson, La Grande
 Frank A. Golden, Marshfield
 Harry M. Holden, Eugene
 W. T. Dean, Grant's Falls
 C. L. Parrish, Klamath Falls
 A. J. Jones, Oswego

Rules and Regulations.

F. A. Heikemper, Chairman, 249 Morrison St., Portland
 H. H. Miller, La Grande
 H. W. Brown, Eugene

Transportation.

T. J. King, Chairman, 7th and Alder Sts., Portland
 H. Burton, Oregonian office, Portland
 H. L. Moreland, 7th and Alder Sts., Portland

Road Book.

W. W. Green, Chairman, 245 1/2 Washington St., Portland
 J. W. Holmes, Portland
 H. K. Arnold, Portland
 Don C. Woodward, Portland
 T. Bittell, Portland

Racing Board.

H. K. Arnold, Chairmen, 275 Stark St., Portland
 J. W. Holmes, Eugene
 Harry M. Holden, Eugene

LOCAL CONSULT.

In H. L. Henderson, La Grande
 C. L. Parrish, Klamath Falls
 W. Tyler Smith, Sheridan
 J. M. Fredberg, Marshfield
 J. H. Davis, Eugene
 T. Brook White, Pendleton

LEAGUE HUTCH.

	PER DAY.	PER MEAL.
Portland, Imperial Hotel,	1.50	.50
Portland, Taiter House,	1.00	.50
Newberg, Newberg Hotel,	75 to 90	.10 to .20
Forest Grove, Mrs. Sloan's Hotel,	1.00	.35
Newberg, McChallen House,	1.00	.35
Canby, Edw. Evanson's Hotel,	1.00	.35
Marshfield, Central Hotel,	.75	.35
Aspen, The Au Ben Resort,	1.50	.35 to .40
Portland, Hotel Pendleton,	1.50	.35

A. T. DONWELL, Chief Consul.

IMPORTANT TO NEW YORK MEMBERS.

The Road Book.—The great amount of detail work required to complete the "50 mile books," and the unfortunate loss of many pages of valuable manuscripts, have compelled a delay which our officers greatly regret and have tried hard to avoid. I am pleased to announce that Mr. Walter M. Meserole, engineer in charge of the park department improvements in Brooklyn, and a member of our Road Book Committee, has taken up the work of completing the New York and Brooklyn books, and that the preparation of map pages of these books will now go rapidly forward. *Particulars urge all members to cooperate with Mr. Meserole by contributing accurate descriptions and sketch maps of the metropolis, and tours within easy riding range.* I am sure that the New York and Brooklyn books will be completed in a very short time. **The Road Map.**—A copy of the book of 1905 will be sent to all new members of our division as fast as our memberships are perfected. A new edition of the book has been ordered for this purpose.

Send Maps.—In view of the delay in issuing the "50 mile books" a new edition of road maps, each map in an separate section—sheets and covering the entire State has been ordered and a copy will be sent free to each member of our State division about September 1st. New members will receive both the road book and maps, until the edition is re-issued, and the "50 mile books" will be sent free to all members as soon as published.

Get Honor Badge.—Have you seen the honor badge? It is the most expensive, most beautiful and most popular souvenir ever given to L. A. W. members. You can obtain one by doing a little loyal work for the League. Send me a postal card request and receive colored lithographic picture of the badge, and I will send it to you. Every member who has received the badge is delighted with it.

Send in Maps.—Many small towns contain no consuls; some of our larger towns are entitled to additional consular appointments, and some of our consuls are giving very indifferent attention to League work. I am ready to make appointments and to issue official consular certificates in all cases where the interests of the League will be served by my so doing. I ask all members to "keep the ground over" and advise me of conditions in their respective localities.

Watch.—Many fraudulent signs bearing the device "L. A. W. Headquarters," or similar legend, have been put up by dishonest hotel keepers and beer mongers on some hotel and elsewhere throughout our State, for the purpose of enticing the heedless traveler. Ar-

rangements are being made to prosecute these swindlers and to expose their game. I should be glad to receive the name and address of every proprietor who uses the initials "L. A. W." or the League emblem on his sign board and who does not exhibit in his office an official certificate as showing his house to be an official L. A. W. hotel or restaurant. Every official L. A. W. hotel proprietor has executed a contract in which he agrees to allow a special discount from regular current rates to L. A. W. members only; and only on presentation of an *unexpired membership ticket* I ask members to report to me every case of violation of this contract.

Our State Division gives to these hotel keepers thousands of dollars worth of advertising, and is entitled to a distinct benefit in return. Let us insist that these contracts be strictly kept.

Fraternally, ISAAC B. POTTER, Chief Consul.
 Vanderbilt Building, N. Y. CITY.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article 111 of the constitution. Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to state them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, Aug 21, 1906.
 Total, 8400-63,705.

OVER 127,000, ARKANSAS, 6-255.

135 Bonner, W. T., Drawer 6, Clarendon
 6 Spencer, William E., Drawer 6, "
 7 Brady, Jno. T., "
 8 Pollock, Claude A., "
 9 Johnston, Edwin, "
 140 Shade, B. H., "

OVER 127,000, COLORADO, 7-711.

141 Haglund, W. C., Denver
 2 Seales, A. H., 174 Larimer st., "
 3 Hilliard, Will A., box 34, Colorado Springs
 4 Reed, Miss M. A., 32 N. Tejon st., "
 5 White, C. H., 205 Pike's Peak ave., "
 6 Trufant, W. B., 2137 Grant ave., Denver
 7 Dufrempy, Louis R., care H. C. Allen, "
 8 Morley, August, "
 9 Griffith, Geo. D., Emporia
 6 Houghton, Fred, "
 7 Spencer, J. W., 502 Congress st., "
 8 Sturkey, Miss Loraine, 142 Market, "
 9 Vernon, A. C., 613 Commercial, "
 10 W. W. W. L., "
 210 Hancheney, Frank, Lawrence
 1 Duane, Chas., "
 2 Levy, Abe, "
 3 Reed, L. R., "
 4 Morley, August, "
 5 Linkens, David, Jr., Atchison
 6 Kimball, James A., "
 7 Cobb, "
 8 House, Robert E., "
 9 House, Arthur, "
 229 Leumann, Tracy, "
 1 Slonasky, B., 738 Mass., "
 2 Wise, Arthur H., "
 3 Kelley, E. A., box 430, "
 4 Krupar, H. C., box 430, "
 5 Hartley, E. M., box A4, "
 6 Ferguson, J. L., "
 7 Postka, A. S., "

OVER 127,000, CONNECTICUT, 12-1,247.

148 Mendell, H. J., Rockville
 9 Yont, W. H., "
 150 MacArthur, Donald, 270 State, Bridgeport
 1 Lehigh, F. J., 488 E. Main, Bridgeport
 2 Fish, Thomas, Cottage st., "
 3 Nettleton, Chas. H., Derby
 4 Brown, Fred, H., "
 5 Scarborough, Miss Emily R., 28 Wash., Meriden
 6 Marckes, Geo. M., New Britain
 7 Hitchcock, Chas. H., box 181, Sharon
 8 Ryan, Robert E., box 97, "
 9 Hamilton, Fred H., box 293, Stamford

OVER 127,000, DISTRICT OF COLUMBIA, 4-207.

160 Norton, Harold P., Bureau of Steam Engineering, Navy Dept., Washington
 1 Rideour, C. H., box 141, "
 2 Pearson, Richard Lee, 1767 Madison st., "
 3 Jenks, E. E., box 141, "
 4 Hamilton, Fred H., box 293, Stamford

OVER 127,000, GEORGIA, 3-52.

164 Goodrich, Thos. H., Ga. R. R. b'k., Augusta
 5 Bohler, G. Frank, Cook House, "
 6 Castleberry, Clem L., 721 Broad, "
 7 Over 127,000, ILLINOIS, 24-2,931.
 167 Ill. C. R., 5513 Superior st., Austin
 8 Campaigner B. C., "
 9 Johnson, C. E., 901 W. Church st., Champaign
 10 Zimney C., "
 9 Walters, E. K., 215 Washab ave., Chicago
 10 Danville C., "
 170 Steiner, Wm. F., 12 No. Vermilion, Danville

Elgin C. C.
 1 Nichols, Wm., 160 Grove ave., Elgin
 2 Montello C. C., "
 3 Moore, Geo. E., box 44, Monticello
 4 Jerryville C. C., 252 E. 1st, Jerryville
 5 Heary, Henry R., "
 6 Unattached, "
 4 Hall, Ed. J., 221 18th st., Cairo
 5 Sleator, Elizabeth, 405 Wash. b'ld'g, Chicago

6 Dietrich, Henry, 422 Centre st., "
 7 Gallagher, Jno. F., 80 E. Kalb st., "
 8 Hart, J. C., 252 E. 1st, "
 9 Harrit, Mrs. T. F., 2508 Indiana ave., "
 180 Roberta, Edith M., 828 Monroe st., "
 1 Walker, Arthur T., Univ. of Chicago, "
 2 Silverman, Geo., 153 La Salle st., "
 3 Hunt, Lieut. H. J., Fort Sheridan
 4 Kukar, John, 205 Indiana st., Joliet
 5 Currey, H., "
 6 Hielinger, J. N., Mason City
 7 Gordon, J. A., "
 8 Cox, W. I. N., P. Car Co., Pullman
 9 Masterman, Mary W., 513 Elm st., "
 190 Fagan, Herbert, care Franklin b'ld'g, Springfield

OVER 127,000, INDIANA, 5-880.

Dragon T. C., "
 101 Hunter, Harry B., Wabash
 2 Ackley, Irving A., box 11, Jeffersonville
 3 Ackley, Perley H., box 96, Indianapolis
 4 Rogers, F. F., 12 Woodruff place, "
 5 Stover, W. L., box 127, "
 6 Over 127,000, IOWA, 6-1,405.

D. M. L. C., "
 196 Hunt, James L., box 484, Des Moines
 7 Madison, L. A. W. C., "
 7 Davidson, Harry N., Fort Madison
 8 Gregg, C. A., "
 9 Peterson, Tuly L., "
 200 Roland, D. Z., Adel
 1 Kastler, Karl C., 312 E. Walnut, Des Moines

OVER 127,000, KANSAS, 26-770.

El Dorado C. C., "
 202 Davis, Glenn A., El Dorado
 3 Davis, R. L., "
 4 Smith, E. H., box 501, "
 5 Emporia C. C., "
 6 Griffith, Geo. D., Emporia
 6 Houghton, Fred, "
 7 Spencer, J. W., 502 Congress st., "
 8 Sturkey, Miss Loraine, 142 Market, "
 9 Vernon, A. C., 613 Commercial, "
 10 W. W. W. L., "
 210 Hancheney, Frank, Lawrence
 1 Duane, Chas., "
 2 Levy, Abe, "
 3 Reed, L. R., "
 4 Morley, August, "
 5 Linkens, David, Jr., Atchison
 6 Kimball, James A., "
 7 Cobb, "
 8 House, Robert E., "
 9 House, Arthur, "
 229 Leumann, Tracy, "
 1 Slonasky, B., 738 Mass., "
 2 Wise, Arthur H., "
 3 Kelley, E. A., box 430, "
 4 Krupar, H. C., box 430, "
 5 Hartley, E. M., box A4, "
 6 Ferguson, J. L., "
 7 Postka, A. S., "

OVER 127,000, KENTUCKY, 40-406.

Aquila B. C., "
 228 Evans, Edwin C., 2312 Montgomery, Louisville
 9 France, J. R., 438 W. Walnut st., "
 10 Unattached, "
 230 Collins, Miss Harriette W., 1559 "
 1 Garman, W. H., Covington
 1 McMahon, John, La Grange
 2 Buschmeyer, W. G., 342 West Market, "
 3 Ewald, H. E., 612 E. B'way, "
 4 Evans, S. T., 2742 Virginia ave., "
 5 Gable, D. F., 531 4th, "
 6 Kirwan, Edward E., 1022 West Main, "
 7 Knighton, Thos. R., 911 Jackson, "
 8 Lucas, A. A., 2336 W. Jefferson, "
 9 Logan, W. Hume, 2210 3d st., "
 240 McCabe, Leonard, 2110 St. Xavier st., "
 2 Russell, Robert, 1715 W. 8th st., "
 2 Sarnell, C. C., 658 W. Jefferson st., "
 3 Strauffer, Walter E., 1411 Baster ave., "
 4 Stone, Louis, C., 1114 Highland ave., "
 5 Weiler, W. H., 619 W. Main, "
 6 Weiler, Dr. Jacob, 24th & Chestnut, "
 7 White, Battele, 42 W. 4th of Trade, "
 8 Zahmer, Joseph M., 724 5th st., "
 9 Casewell, Morton, 500 West Main, "

- 6 Lott, Geo. 18th Ave. & 65th st., " " " " " "
- 7 Andrews, Wm., 1005 Bushwick, " " " " " "
- 8 Naanan, Wm., 1005 Bushwick, " " " " " "
- 9 Sparks, Joseph W., 248 South 2d, " " " " " "
- 9 Haffer, J. H., 655 Water st., New York " " " " " "
- Buffalo Imperial Co. at., " " " " " "
- 400 Lanyon, A. H., 280 William, Buffalo " " " " " "
- Preso C. C. " " " " " "
- 1 Pkova, Ebb M., Buffalo Express, " " " " " "
- Parkside W. C. " " " " " "
- 2 Stark, C. S., 219 7th st., " " " " " "
- 3 Richmond C. C. " " " " " "
- 3 Beech, Channing E., 49 Days Park, " " " " " "
- Champlain C. C. " " " " " "
- 4 Hyde, A. W., " " " " " "
- Freeport H. Club, Champlain " " " " " "
- 5 Wallace, A. B., Freeport " " " " " "
- Haverstraw W. " " " " " "
- 6 Bacon, William E., box 55, Haverstraw " " " " " "
- 7 Perkins, Harry E., box 47, " " " " " "
- 8 Glasling, G. E., " " " " " "
- Columbia C. C. " " " " " "
- 9 Erkenbrach, G. P., 1242 Garden, Hoboken " " " " " "
- 500 Zarwell, Albert, 544 10th ave., New York " " " " " "
- Century Wheelman, " " " " " "
- 1 Anderson, W. H., 106 West 18th, " " " " " "
- 2 Coulter, W. A., 325 West 48th, " " " " " "
- 3 Schinkel, Chas. F., 352 9th ave., " " " " " "
- Business Men's Club, " " " " " "
- 4 Bishop, Benj. H., Main st., Southampton " " " " " "
- Unattached, " " " " " "
- 5 Clapp, A. H., 162 Lark st., Albany " " " " " "
- 6 Du Bois, E. J., 20 Wilbur, " " " " " "
- 7 Fancher, F. L., 5204 Madison ave., " " " " " "
- 8 Jas. D., 547 Ross Leifmer, " " " " " "
- 9 Jensen, E. D., 57 State, " " " " " "
- 510 Schurr, Conrad, 617 Livingston, " " " " " "
- 1 Carr, Irving H., 37 Jewett st., Amsterdam " " " " " "
- 2 Deir, James, 25 Dewitt, " " " " " "
- 3 Bergmann, F., 406 Broadway, Astoria " " " " " "
- 4 Baker, Miss E. M., 15 Liberty, Batavia " " " " " "
- 5 Myerane, W. T., 12 Ross, " " " " " "
- 6 A. D., 19 Charlton st., Ballston Spa " " " " " "
- 7 McBride, Daniel J., Bath " " " " " "
- 8 Kingley, Jas. R., " " " " " "
- 9 Sayers, Beverly, box 44, " " " " " "
- 520 Jones, Wm., 427 Court, Binghamton " " " " " "
- 1 Kaufmann, Conrad, 20 Van Buren, " " " " " "
- 2 Thayer, James, C., 39 Henry, " " " " " "
- 3 Wilbur, A. E., 8 Hetherford, " " " " " "
- 4 Anderson, Chas. G., 529 Leifmer, Brooklyn " " " " " "
- 5 Brown, Anthony, 67 4th ave., " " " " " "
- 6 Cipperry, Henry D., 241 Havermyer, " " " " " "
- 7 de Gumpens, Louis, Jr., 350 McDonough, " " " " " "
- 8 Hopt, J. G., 40 Roden, " " " " " "
- 9 Humei, Frans, 106 Melroe, " " " " " "
- 530 Moore, Chas. W., 1008 Bushwick ave., " " " " " "
- 1 Pearce, Joseph H., 527 Lorimer, " " " " " "
- 2 Reardon, W. N., 451 Macou, " " " " " "
- 3 Reardon, Mrs. R. N., 451 Macou, " " " " " "
- 4 Reardon, Nye B., 451 Macou, " " " " " "
- 5 Atkins, Thomas J., 508 Gates ave., " " " " " "
- 6 Baird, William W., Wythe ave. & Keap " " " " " "
- 7 Blake, Miss Alice M., 352 Jeff. ave., " " " " " "
- 8 Blatstein, Christian, 80 Woodbine, " " " " " "
- 9 Coffin, John P., 422 Macou, " " " " " "
- 540 Everts, William M., 498 Gates ave., " " " " " "
- 1 Fagg, F. D., Penn & Liberty ave., " " " " " "
- 2 Haberman, Louis, 697 Bedford ave., " " " " " "
- 3 Holloway, Wm., 417 Waverly ave., " " " " " "
- 4 Henschel, H. Edw., 65 Newell, " " " " " "
- 5 Heath, Andrew T., 524 Greene ave., " " " " " "
- 6 Kahl, Arnold, 562 1st St., " " " " " "
- 7 Leese, L. H., 184 No. Henry, " " " " " "
- 8 Martin, Edward E., 413 Lafayette ave., " " " " " "
- 9 Mitchell, May, 529 Bedford ave., " " " " " "
- 550 Mangier, Wm. A., 1172 Lafayette ave., " " " " " "
- 1 Melet, Mrs. M. E., 150 6th st., " " " " " "
- 2 Nelson, James, Jr., 732 A Union st., " " " " " "
- 3 Riggs, Lewis A., 4 Downing st., " " " " " "
- 4 Stubbs, Alfred, McDonough, " " " " " "
- 5 Vernon, T. Alfred, 226 Clinton ave., " " " " " "
- 6 Victor, Theodore, 471 Waverly ave., " " " " " "
- 7 Wenting, Chas. R., 508 1st st., " " " " " "
- 8 Warren, Dr. D. E., 1 St. Lafayette Hospital, " " " " " "
- 9 Wether, Frank K., 81 front st., " " " " " "
- 560 Jenney, Charles A., 29 McDonough, " " " " " "
- 1 Coste, D. A., 354 Ashland ave., Buffalo " " " " " "
- 2 Ert, J. L., 125 Ert Co., " " " " " "
- 3 Grov, Frank H., 1st Anderson pl., " " " " " "
- 4 Meadows, H. G., 109 West B'ldg., " " " " " "
- 5 Nicoll, Thos. J., 402 Plymouth, " " " " " "
- 6 Nicoll, Margaret, 402 Plymouth, " " " " " "
- 7 Brock, Leo, 180 Franklin, " " " " " "
- 8 Brown, J. J. H., 141 Lancaster ave., " " " " " "
- 9 Crews, H. R., 505 Masten, " " " " " "
- 570 Dopp, Wm. H., 298 Elmwood, " " " " " "
- 1 Hurrell, Alfred, 28 Elmwood, " " " " " "
- 2 Miller, I. S., ex. Buffalo Morning Ex., " " " " " "
- 3 Steele, John T., 411 Norwood ave., " " " " " "
- 4 Stover, Joseph, 40 Allen st., " " " " " "
- 5 Stark, M. J., 219 7th st., " " " " " "
- 6 Stark, M. J., 219 7th st., " " " " " "
- 7 Sweetzer, Henry B., 165 Norwood ave., " " " " " "
- 8 Williamson, Charles, 192 Niagara st., " " " " " "
- 9 Warner, Edgar W., 231 Norwood ave., " " " " " "
- 580 Darrow, J. Wallace, Chatham " " " " " "
- 1 Ryan, L. A., Crittenden " " " " " "
- 2 Wright, Clarence B., Clifton Springs " " " " " "
- 3 Childs, John H., Clyde " " " " " "
- 4 Sturges, Will H., Delhi " " " " " "
- 5 Kepler, B. M., Dewey " " " " " "
- 6 McIlhanna, Henry S., E. Bloomfield " " " " " "
- 7 Wise, Alfred L., box 146, E. Syracuse " " " " " "
- 8 Wadsworth, W. Arthur, Fishkill-on-Hudson " " " " " "
- 9 Walnright, F. C., box 76, Fonda " " " " " "
- 590 Prays, F. E., 38 Maple, Glens Falls " " " " " "
- 1 Duva, Allen F., Greenfield Centre " " " " " "
- 2 Au, Charles, Highland Falls " " " " " "
- 3 Luckenbach, Elmer S., 20 8th st., Hudson " " " " " "
- 4 Terhune, E. S., Irvington " " " " " "
- 5 Heed, William J., Kingston " " " " " "
- 6 Griffin, Richard, Lancaster " " " " " "
- 7 Griffin, Francis J., 738 Vernon ave., Long Island City " " " " " "
- 8 Nettleton, Geo. E., 273 W. Main, Little Falls " " " " " "
- 9 Van Valkenburg, Wm., " " " " " "
- 600 Peck, C. A., Menando " " " " " "
- 1 Reynolds, Miss Bertha, Middle Falls " " " " " "
- 2 Leonard, S. R., State Hospital, Middletown " " " " " "
- 3 Ashley, Dr. Morris C., State Hospital, " " " " " "
- 4 Ashley, Mrs. C. C., State Hospital, " " " " " "
- 5 Benjamin, Henry C., 47 West 51st, New York " " " " " "
- 6 Harker, John M., 187 7th st., " " " " " "
- 7 Barber, Jerry M., 210 West 31st, " " " " " "
- 8 Columbia, Dr. B. B., 151 West 48th, " " " " " "
- 9 Castigan, Mrs. J. B., 262 West 39th, " " " " " "
- 610 Epstein, Morris, 193 Madison, " " " " " "
- 1 Fraser, A. C., St. Simpson, Crawford & Simpson, 6th ave., " " " " " "
- 2 Ferguson, E. Penn., 127 West 133d, " " " " " "
- 3 Lee, John, 77 East 115th, " " " " " "
- 4 McDonnell, M. B., 126 East 123d, " " " " " "
- 5 Nathan, Frederick, 151 West 53th, " " " " " "
- 6 Otten, John H., 114 West 130th, " " " " " "
- 7 Richardson, Dr. C. C., 1196 Madison ave., " " " " " "
- 8 Rogers, Mrs. Emma J., 814 West 133d st., " " " " " "
- 9 Aigao, James E., 38 Union sq., " " " " " "
- 620 Brown, Ernest W., 234 West 154th, " " " " " "
- 1 Brewer, Layton, 108 West 57th, " " " " " "
- 2 Cameron, John D., 2183 7th ave., " " " " " "
- 3 Crawford, George, 252 West 73d, " " " " " "
- 4 Crawford, Sanford, 231 West 83d, " " " " " "
- 5 Chandler, Sadie, Wash. ave., near Pelham ave., " " " " " "
- 6 Cass, Frederick G., 1164 Broadway, " " " " " "
- 7 Carolan, Thomas F., 400 West 52d, " " " " " "
- 8 de Kraft, Dr. Frederic, 212 West 42d, " " " " " "
- 9 Dea, James F., 405 West 56th, " " " " " "
- 630 Kachmann, Heinrich, 755 9th ave., " " " " " "
- 1 Fagen, E. J., 1284 Broadway, " " " " " "
- 2 Goodwin, John F., 2525 3d ave., " " " " " "
- 3 Graves, Robert N., 416 Broome st., " " " " " "
- 4 Haberman, Sol, 78 Beekman, " " " " " "
- 5 Hessel, Otto, 197 2d ave., " " " " " "
- 6 Lathrop, Edw. S., 63 William, " " " " " "
- 7 Caplan, F., Jerome ave. & 17th st., " " " " " "
- 8 Meyer, Chas. F., 515 9th ave., " " " " " "
- 9 Meeks, Elmer C., 44 West 92d, " " " " " "
- 640 Nagenheimer, C. H., 80 St. Marks pl., " " " " " "
- 1 O'Hara, James E., 422 West 24th, " " " " " "
- 2 Parneter, William H., 28 West 26th, " " " " " "
- 3 Parks, William C., 20 Maiden Lane, " " " " " "
- 4 Rose, David, 2191 2d ave., " " " " " "
- 5 Rosenberg, Joseph, 215 East 118th, " " " " " "
- 6 Slin, Gertrude, 2180 3d ave., " " " " " "
- 7 Slin, William, 2180 3d ave., " " " " " "
- 8 Suarez, Victor, 2222 3d ave., " " " " " "
- 9 Sell, E. W., 30 Broad, " " " " " "
- 650 Shufeldt, Geo. M., Milnera pl., Redford Pl., " " " " " "
- 1 Scheu, Philip, M. D., 440 East 16th, " " " " " "
- 2 Thompson, W. R., 730 Park, " " " " " "
- 3 Webber, Richard, Jr., 1871 Madison ave., " " " " " "
- 4 Wolf, John H., 145 Ave. A., " " " " " "
- 5 Walton, Alice W., 44 West 92d, " " " " " "
- 6 Joseph, M. H., 1030 5th ave., " " " " " "
- 7 Wallace, S. M., 15 Lafayette pl., " " " " " "
- 8 Leebinger, J., 215 East 9th, " " " " " "
- 9 Liehtenstein, Melvin, 182 West 94th, " " " " " "
- 660 Stern, Milton, 52 East 61st, " " " " " "
- 1 Hoexter, Jos. U., 84 Leonard, " " " " " "
- 2 Kerbs, Ed., 54th st. & 2d ave., " " " " " "
- 3 Kascatur, J., 152 Broadway, " " " " " "
- 4 Bach, I. A., 111 East 92d, " " " " " "
- 5 Cunz, Mrs. Charles, 100 West 48th st., " " " " " "
- 6 Cunz, Charles, 100 West 48th st., " " " " " "
- 7 Jacobs, Richard M., 182 West 94th, " " " " " "
- 8 Daves, William H., Main st., Niagara Falls " " " " " "
- 9 Tucker, A. C., box 190, Nyack " " " " " "
- 670 Houghton, Albert D., Ogdensburg " " " " " "
- 1 Westerlund, F., 171 Seventh st., Olean " " " " " "
- 2 Donovan, D. D., 252 S. St., Peekskill " " " " " "
- 3 Latham, Clarence E., Porters Corners " " " " " "
- 4 Van Cleef, Henry H., 110 Academy, Poughkeepsie " " " " " "
- 5 Hall, William K., 65 Harrison ave., Port Richmond " " " " " "
- 6 Decker, Chas. H., " " " " " "
- 7 Stickie, A. R., " " " " " "
- 8 Traver, Dr. W. E., box 183, " " " " " "
- 9 English, Ernest H., box 294, Rhinebeck " " " " " "
- 680 Blake, Chancery M., 138 E. Main, Rochester " " " " " "
- 1 Stupp, Lonis F., 306 Alexander, " " " " " "
- 2 Whitehead, Tom, 275 So. ave., " " " " " "
- 3 Whitehead, Mrs. Katherine, 275 So. ave., " " " " " "
- 4 Williams, Ralston, 402 Bronson ave., " " " " " "
- 5 Haig, Robert Frank, Drawer 1041, " " " " " "
- 6 With, William J., box 57, Roanyn " " " " " "
- 7 Barham, Wm. V., " " " " " "
- 8 Ronk, Irwin, " " " " " "
- 9 Holcomb, O. L., Jr., " " " " " "
- 690 Skinner, Herbert N., box 400, Salamanca " " " " " "
- 1 Longacre, Lin B., Spuyten Dayoll " " " " " "
- 2 Fames, E. A., 5 So. Church, Schenectady " " " " " "
- 3 Fames, E. C., 311 Niagara, Syracuse " " " " " "
- 4 Hamilton, Frederick W., 20 Grand " " " " " "
- 5 Opera House, " " " " " "
- 6 Holmes, Lons D., 126 Beacon, " " " " " "
- 7 Comstock, Wm. F., 354 Broadway, " " " " " "
- 7 Haasins, Chas. L., 370 Broadway, " " " " " "
- 8 Howland, Estella, " " " " " "
- 9 Stevens, W. H., 43 York ave., " " " " " "
- 700 Smith, Eugene A., T., South Haven " " " " " "
- 1 Ives, Frederick, " " " " " "
- 2 Strecker, Edward, Union Nat'l Bank, Troy " " " " " "
- 3 Smith, John F., 383 Fulton, " " " " " "
- 4 Youngs, Burton L., 43 Collins ave., " " " " " "
- 5 Benedict, George, 6th ave., Watervliet " " " " " "
- 6 Dunn, Edward, 3d ave., " " " " " "
- 7 Grady, T. O., 187 Broadway, " " " " " "
- 8 Heywood, George, 517 14th st., " " " " " "
- 9 Hillman, Samuel, Jr., 517 14th st., " " " " " "
- 710 Lobell, Edward, 1561 Broadway, " " " " " "
- 1 McBurn, George, 504 1st ave., " " " " " "
- 2 Risedorff, Harry, 1412 1st ave., " " " " " "
- 3 Andrews, C. Russell, box 4, " " " " " "
- 4 Buckhout, Henry De Voe, box 501, Wapplinger's Falls " " " " " "
- 5 Hyde, L. S., " " " " " "
- 6 Waterman, Merl A., " " " " " "
- 7 Clark, Mrs. Mildred K., 90 Locust, White Plains " " " " " "
- 8 " " " " " "
- 9 " " " " " "
- Over 127,000, NORTH CALIFORNIA, 20-1,000, " " " " " "
- 718 Beal, E. M., box 1231, Bakersfield " " " " " "
- 1 Arcata C. C., " " " " " "
- 9 Armstrong, C. C., Arcata " " " " " "
- 2 San Rafael C. C., " " " " " "
- 720 Hotchkiss, M. S., San Rafael " " " " " "
- 1 Unattached, " " " " " "
- 1 Harmeling, Wm., " " " " " "
- 2 Harris, C. C., " " " " " "
- 3 Ponce, Edward, " " " " " "
- 4 Henderson, T. E., box 191, Porterville " " " " " "
- 5 Decker, F. W., box 292, Red Bluff " " " " " "
- 6 Stark, Wm. Str. Gen. McDowell, San Francisco " " " " " "
- 7 Stark, Mrs. Wm. Str. Gen. McDowell, " " " " " "
- 8 Clay at wharf, " " " " " "
- 9 Thilman, A., 122 Sansome st., " " " " " "
- 9 Deichmiller, Dr. C., 616 Golden Gate " " " " " "
- 730 Davis, G. E. M. D., 730 Sutter st., " " " " " "
- 1 Ireland, Wm., 301 California st., " " " " " "
- 2 Partridge, Miss J. E., 26 Montgomery " " " " " "
- 3 Brown, C. E., Tehama " " " " " "
- 4 Schmitt, W. C., " " " " " "
- 5 Worthington, C. X., " " " " " "
- 6 Brown, Ed W., Visalia " " " " " "
- 7 Fischer, Ferdinand O., Watsonville " " " " " "
- Over 127,000, NORTH CAROLINA, 1-48, " " " " " "
- Unattached, " " " " " "
- 738 Brown, D. K., Fayetteville " " " " " "
- Over 127,000, NORTH DAKOTA, 1-54, " " " " " "
- Unattached, " " " " " "
- 739 Craigie, J. R., Minnewaukon " " " " " "
- Over 127,000, OHIO, 19-2,226, " " " " " "
- 1 Alliance B. C., " " " " " "
- 740 Evans, W. R., 717 S. Seneca ave., Alliance " " " " " "
- 1 Kushner, Charles, " " " " " "
- 2 Kushner, Harry, " " " " " "
- 3 Nomm, Louis, " " " " " "
- 4 Yonker, Samuel, " " " " " "
- 5 West, James, Schumel st., Marietta " " " " " "
- 6 Carey, Will E., Sidney " " " " " "
- 7 Marysville B. C., " " " " " "
- 7 Wilkins, J. R., Marysville " " " " " "
- 8 Zanesville C. C., Zanesville " " " " " "
- 8 Black, John S., Adair ave., Zanesville " " " " " "
- 1 Unattached, " " " " " "
- 9 Bolts, Wm., 25 West 12th st., Cincinnati " " " " " "
- 750 Kysel, John, 333 Kinross st., Cincinnati " " " " " "
- 1 Taylor, John T., 220 Dore st., " " " " " "
- 2 Skinner, Geo. C., M. D., 3d & Buckey, Hamilton " " " " " "
- 8 Hall, Willie E., 217 North Eighth st., " " " " " "

- 5 Leveille, J. D., .. Nogley
5 Malone, John C., box 476, .. Tiffin
6 Bush, J. F., ..
7 Hancamp, O. M. D., Cherry & Ontario
8 .. Toledo
8 Bollini, H. R., Nat'l Supply Co., ..
Over 127,000, OREGON, 4-274.
Oregon R. C. C., .. Portland
759 Bruma, C. D., box 100, ..
800 Masters, F. K., 362 Morrison st., ..
1 Swenson, K., box 229 Fifth st., ..
2 Meizner, F. J., box 15, Cottage Grove
Over 127,000, PENNSYLVANIA, 100-
0,016.
Mercury W. W., ..
763 Wetherhold, E. H., 738 Hamilton st., Allentown
4 Wicand, U. H., 6th & Hamilton st., Logan W. A.
5 Robinson, C. M., Mater Bldg., Altoona
T. M. C. A. C., ..
6 Heckel, J. G., 126 Main st., Bradford
7 W. W. of the Bethlehem
7 Kidd, Chas. G., 72 North, Bethlehem
8 Homestead C.
8 Swain, W. F., 8th ave., Homestead
9 Young Club of France, ..
9 Brock, Horace, Lebanon
9 Quaker City W.
770 Crowley, J. E., 100 N. 6th st., Philadelphia
1 King, James, 3624 Mellon av., Time W.
2 .. Hill
2 .. B., 2213 Fitzwater st., ..
4 Cole, Chas. J., 1712 N. 15th st., ..
5 Cole, Mrs. C. J., 1712 N. 15th st., ..
5 Phillips C.
5 McClellan, C. A. S., 134 S. 14th st., ..
6 Crump, Norman W., 1227 No. Broad, ..
6 .. C.
7 Heller, Clyde A., 3429 North 19th, Flying Dutchman.
8 Malach, Dr. German Hospital.
9 Weising, Dr. D., German Hospital.
9 .. Army C. C.
780 Hoffmans, John U., 2104 Park av., ..
1 Lively, E. L., 225 N. Broad st., ..
2 Pittsburgh Central C.
2 McKennie, O., Hazlewood & Greenfield
.. ..
3
3 Glase, J. O., 1331 Verkonien st., Reading
4 "Glase, Mrs. J. O., 1331 Verkonien st., ..
5 Stevens, John B., 323 N. 5th st., ..
6
6 Shawfield, J. C., ..
7 Wilkes, Barre W.
7 Soley, Harry, 130 S. Hancock, Wilkes Barre
8
8 Giff, Lewis R., 83 Hemlock, Allegheny
9 Morris, I. H., 480 Freble av., ..
900 Ross, Robert, ..
900
2 Covert, Edward L., 249 Allegheny av., ..
3 Dunlap, A. L., ..
4
4
5 Lawson, Joseph C., 1916 10th av., ..
6 Nield, R. R., Archbald
7
7
8 Lewis, Walter W., Main st., Bradford
800 Torrens, D. E., College Hill, Beaver Falls
1 Walker, Harry J., 14 W. Logan st., Bellefonte
2
2 Heavner, Frank H., box 113, Bridgeport
3 Hennipff, Anthony, Brookport
4 Lewis, ..
5 Newmyer, Miss I. S., Pitsburg st., ..
6 Cattell, Chas. F., ..
7 Clark, Chas. P., Darby
8 Blankie, Harry A., box 94, ..
9 Farmer, Fred A., box 48, East Main Chuk
810 Austin, R. W., Franklin
1 Wilson, John M., 1117 Liberty, ..
2 Brown, L. G., box 142, ..
3 Lewis, S. ..
4 Bolton, Dr. B. M., 429 W. Lehman st., Germantown
5 Cooper, Samuel R. C., 6045 Germantown
6 Wood, Cash, R., Harbor Creek
7 Bailey, Chas. L., Jr., 104 Chestnut st., Harrisburg
8 Newby, T. F., 423 South st., ..
9 Conradi, W. F., 317 Chestnut st., ..
820 Andersen, E. C., box 398, Kane
1 "Douglass, Miss Alice H., box 50, Lansdowne
2 Oberhelman, G. W., cr. M. R. Hoffman, Laytown
3 Mickley, Albert J., Micklea
4 Baker, Jas. H., Old City
5 Brigham, P. M., 107 Kent Road, ..
6
7 Frank, S. Warren, box 12, ..
8 Hays, Jno. L., 114 Harriott ave., ..
9 Ruddenell, L. E., box 572, ..
830 Judge, W. J., 66 Pearl av., ..
1 O'Brien, H. J., 93 Main st., ..
2 Ridgway, Fred, box 121, ..
3 McGoeth, C. A., ..
4 Sidman, Edward A., Centre st., ..
5
6 Weinler, Mike, ..
7 Andera, D. Webster, 1836 Wallace, ..
8 Crenshaw, Edmund A., Jr., 631 Chestnut, Philadelphia
9 Duerr, Alvan E., 1737 Arch st., ..
840 Draper, W. Harry, 2019 Ogden st., ..
1 Dougherty, William H., 1186 N. Front, ..
2 Elmeworth, Walter F., 244 North 13th, ..
3 Greul, J. J., Oak Lane, ..
4 Gucker, Frank T., 3422 Hamilton, ..
5 Hirst, Isaac T., 349 N. 44th, ..
6 Johnson, J. Wesley, 3047 Franklin ave., ..
7 Long, Frank L., 729 North 6th, ..
8 Nall, Watson M., 141 South 9th, ..
9 Schofield, William, 10 South 9th, ..
850 Anderson, Dr. J. S., 249 East Logan sq., ..
1 Arnold, John H., 934 Susquehanna ave., ..
2 Behal, Louis, 122 North 9th, ..
3 Bellinger, Wm. A. L., 281 No. 9th st., ..
4 Langston, Frederick, 2842 No. 7th st., ..
5 Hipple, Frank E., 1926 No. 13th st., ..
6 Mayer, G. L., 653 North 4th, ..
7 Johnson, J. Watson, 502 Girard Bldg., ..
8 Seiler, Louis J., cor. 11th & 13th, ..
9 Bauer, Robert E., 243 North 20th, ..
860 "Hreman, Louis, 1907 Arch, ..
1 Crokane, William K., 708 Filbert, ..
2 Dechert, Henry T., 533 Drexel Bldg., ..
3 Elwanger, Wm., 2615 Woodstock, ..
4 Elgel, William, 127, South 43d, ..
5 Flanagan, Walter L., 42 North 4th, ..
6 Fleisher, Alfred W., 2219 Green, ..
7 Ferguson, Dr. Albert D., 1549 North 13th, ..
8 Green, Walter D., M. D., 633 North 17th, ..
9 Guracy, R. T., 1416 Broad, ..
870 Green, Washington L., 1545 North 13th, ..
1 Hampton, L. B., 1863 Bucknell, ..
2 Haverstick, Samuel, 3325 Uter, ..
3 Heywood, James, 3737 Brown, ..
4 Heifrick, Neven, 1325 North 13th, ..
5 King, O. H., 222 Filbert, ..
6 Linard, J. H., P. M. N., 1310 Walnut, ..
7 Lloyd, Wm. H., Jr., 818 Girard Bldg., ..
8 Laird, David, 929 South 24th, ..
9 McCaffery, H. S., 2700 Germantown av., ..
880 Macbeth, W. S., 2408 E. Cumberland, ..
1
2 Probst, Fred, 1320 Park av., ..
3 Pugh, Joseph M., (P. O. 913 Van Buren st., Wilmington, Del.), ..
4 Rees, Andrew, 1117 Culver st., ..
5 Redwood, John H., 2630 Coral, ..
6 Rose, W. H., 1907 W. Allegheny av., ..
7 Speck, Harry F., 837 North 27th, ..
8 Davis, Herbert, 79 Market st., ..
9 Bolows, A. B., 6290 Walnut st., Pittsburgh
890 McCannara, M. E., 927 Penn, ..
1
2 Stillwagon, Dr. Chas. A., 4404 Penn ave., ..
3 Seaman, Geo., Tradesman Bldg., ..
4 Trumbull, T. Spruill, cr. Jones & Laugh-
.. ..
5 Wiseman, W. J., cr. Booth & Filum, ..
6 Harpner, Wilson, 604 Wood st., ..
7 Hoerr, Harry A., 3623 Chestnut st., ..
8 Mercer,
9 Voeghty, N. A., 210 Wood st., ..
900 Pechin, Nathan, Radnor
1 Boyer, Wm. McElroe, 1517 North 5th st., Reading
2 Kern, Edwin C., 1128 N. 6th st., ..
3 Ballentine, Frank S., 1608 Monsey ave., ..
4 Olmsted, W. L., ..
5 Helbeck, John L., box 73, ..
6 Schoyer, G. S., ..
7 Gladden, C. W., ..
8 Jackson, E. W., ..
9 Bokefeller, L. N., box 213, ..
910 Danahy,
1 Collins, Archie, ..
2 Dean, A. K., ..
3 McCauldwell, C. W., ..
4 McCauldwell, J. A., ..
5 Reed, G. A., ..
6 Sterrett, S. K., ..
7 Eby, John A., ..
8
9
920 "McKeelnie, Miss Mary W., City Hos-
.. ..
1 Martin, W. J., 610 Trenton av., ..
2 Firmin, Cornelius, 901 Hay st., ..
Over 127,000, RHODE ISLAND, 22-
888.
Karragannell W., ..
923 Kenyon, James S., 100 Vermont av., Providence
8 Patten, C. C., ..
4 Sibley, F. T., 224 Main, Pawtucket
5 Knoll, William, 245 High st., ..
6 Littlefield, Edwin G., ..
7 Chase, Knigh J. V., U. S. Naval War College, Newport
8
890 Hall, Marshall W., 137 Broadway, ..
1 Lamarine, W. E., 67 Tremont, Central Falls
2
3 Newell, Edwin L., 1 N. Main, ..
4 Ames, Samuel, 100 Benefit, Providence
5 Brown, Walter De F., box 1127, ..
6 Collins, W. K., 478 Pine, ..
7 Fuller, Myron H., 24 Whitman, ..
8 McGuinness, E. D., 29 Wysoxest, ..
9 Pecked, Edward W., box 547, ..
940 Sullivan, W., 327 Broadway, ..
1 Wolf, Jos. A., 185 Westminster, ..
2 Wardwell, S. W., Jr., 468 Public, ..
3
4 Sparks, C. H., Main st., Warren
Over 127,000, SOUTH CAROLINA, 8-394.
Unattached.
945 Balfour, Frank W., 186 E. Second, Pomona
6 Brink, I. W., 904 West Third st., ..
7 Cowan, Earl E., 403 W. Second, ..
8
9 Goller, Julie, Second st., ..
950 Miner, Roy L., ..
1 Clark, Frank, ..
2
3
Over 127,000, TENNESSEE, 5-359.
Cyclone C. C.
953 Martin, H. W., box 2, ..
2
5 Tucker, Wm., Jr., box 9, ..
.. ..
6 Hook, E. L., Custom House, Nashville
7
Over 127,000, TEXAS, 11-343.
Cleburne C. C.
8 Ward, C. L., ..
9
Over 127,000, UTAH, 1-147.
Unattached.
969 Herrick, J. L., Ogden
Over 127,000, VERMONT, 3-14.
Unattached.
970 Norris, W. H., 31 Orchard Terrace, Huntington
1 Willroz, W. H. B., 5 Y. M. C. A., Fort Ethan
2 Williams, A. E., ..
Over 127,000, VIRGINIA, 11-134.
Unattached.
973 Ford, Charles B., Newport News
4
5 Brown, Chas. P., 35 Wash. av., ..
6 Crossley, K. B., box 137, ..
7 Cromley, J. W., box 137, ..
8 Evans, Jno., ..
9 Hoopes, J. W., box 430, ..
980 Jones, Geo.

QUERIES AND ANSWERS

LOUISE:—We do not know who has made the greatest private collection of bicycles, but we know a man in Boston who has a wheel for every day in the week. He also rides the same one on Sunday.

L. F. Z.:—If you had a horse you wished to exercise you wouldn't whip him a hundred miles in a day, would you? Why exercise yourself that way?

MARGARET:—The "bloomer question" promises to settle itself if plenty of time is given it. We prefer to refrain from discussing it during the heated spell.

JAMES K.:—It was very foolish in you to purposely run over the dog. But no doubt this fact has already occurred to you.

DOUGLASS:—Every one in your club knows you held an election. Nobody else is interested in it. We cannot publish your communication.

RICHARD K.:—We don't know which is worse, a good wheel worth poor care, or a poor wheel with good care, but we do know a good wheel well cared for is best of all.

EMIL, St. Louis:—We do not dispute your right to ride stooped way over, or so erect you won't cast a shadow. If you have any spiritualistic tendencies you might try the happy medium, with pleasure and profit.

CHAS. H. RYAN, Jr., Russellville, Ky., will cheerfully give information concerning Kentucky roads in his neighborhood.

H. B. S., New York, writes:—"Everyone knows of the good fellowship that exists among wheelmen and how frequently aid is asked, and cheerfully given.

Now I suggest to all League members that whenever a favor is requested by another rider that they ask whether he is one of us, and if not, that the advantages of membership be explained, for when these are understood we shall surely number more than one million. All we require is a campaign of education."

E. F.:—We cannot publish routes not of general interest.

MAKE your letters short, to the point, and of general interest.

"JUST TELL HIM THAT YOU SAW ME."

(Revised Version.)

RUSSELL H. RAMSEY.

While scorching down the street one eve, upon my cycle bent,
I had no lamp and it was after dark,
I saw a man in blue and brass, in him I recognized
An officer, whose kingdom is the park.
"Hey! light your lamp!" he yelled to me. I quickly turned away.
"Come back to me or I will haul you in;
I'll take you to the magistrate, where you can spend the night,
And in the morning pay your little tin."

CHORUS.

"Just tell him that you saw me," I said; "he'll know the rest.

Just tell him that I got away, you know;
Just whisper, if you get a chance, into his ear, and say
That I went faster than yourself could go."

"Your limbs are thin, your calves are small,—come, tell me, can you spin?

When next we meet I will be out of sight;
Come after me when I go,—say! the chase will do you good;
Or stay there, and I'll bid you a good night."

"I guess I'll see you once again, but not just yet," he said;
"Your speed alone is keeping you away."

"Just tell them not to worry, for I'm all right, don't you know.

Tell the magistrate I'm coming home some day."

IS IT DANGEROUS?

EDITOR L. A. W. BULLETIN:

While perspiring freely on a hot wheel-ride, the other day, I found that I avoided the heat of the sun very comfortably by keeping my head thoroughly wet. Friends now tell me that such a course is very dangerous,—speaking of broken blood vessels, shocks, etc. Is it dangerous to keep the head cool by sousing the hair freely in watering troughs along the road when one is perspiring freely? . . .

IN ANSWER to the inquiry how to wash a blue and white sweater without fading it, C. A. Hall, an Ohio member, says "to soak the sweater in gasoline for thirty minutes, and wring the surplus fluid out, but not dry. Hang on a line in the sun, and you will have no further trouble with colors."

IT IS NOT the wise men who ride home on the owl cars.

THE humped-back scorchers may be said to have his double.

THE BABY SAID.

Our baby wasn't old enough to speak a single word,
And yet he told us many things, the sweetest ever heard.
And in the evening she'd recount each cunning bit and shred—

For she knew all the meaning—of the things the baby said.

It must be true—"the sweetest joys are shortest in their stay,"

He lingered such a little while and then he went away.
But now about a little grave, wherein a hope lies dead,
Grow happy flowers, born within the things the baby said.



Are absolutely uniform in their quality, finish, and pleasure-giving — secured by selling at a fair, fixed price —

\$100 TO ALL ALIKE

Hartfords (\$45 to \$70) are better than most bicycles of the ordinary sort

The Columbia Catalogue is admittedly the handsomest production of the year. It tells fully of the details of Columbias and Hartfords, and should be read and preserved by every cyclist. Free by calling on the Columbia agent, or by mail for two 2-cent stamps.

**POPE MANUFACTURING CO.
HARTFORD, CONN.**

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.

**ALL COLUMBIA BICYCLES ARE FITTED WITH
Hartford Single-Tube Tires**

UNLESS DUNLOP TIRES ARE ASKED FOR.

WE KNOW OF NO TIRES SO GOOD AS HARTFORDS.

Hartford Single-Tube Tires

(THE STANDARD SINGLE-TUBES).

The Hartford Rubber Works Company first made Single-Tube tires six years ago. At first other makers laughed; then they saw their mistake, and now they are learning to make Single-Tube Tires. We make the original Hartford. We are six years ahead.

DONT BUY AN IMITATION!

The genuine Hartford Single-Tube is the right kind

"IF IT'S A HARTFORD TIRE, IT'S RIGHT."

MADE BY THE...

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

(THE HOME OF THE SINGLE-TUBE)

BRANCHES:

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370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1799 St. Charles Ave., New Orleans

A NUMBER of horses in Macon, Ga., are wearing shields which declare "We want Good Roads." F. W. Goette, Local Consul, is interesting the best people of the city in League and Good Roads matters.

C. E. A., VICKSBURG, MISS., says, "Riders should always carry a pump, a wrench and an oil can. For emergencies, these might not necessarily be of the ordinary capacity. Why cannot some ingenious L. A. W. man evolve an arrangement by which the grip on the handle-bar could be screwed on and off, and make of the handle-bar a receptacle for these necessary articles. The noisy tool bag, which is in the way, could thus be left at home except when on long tours. For the suggestion I will only ask for a handle-bar thus equipped."

A KANSAS man has a talking hen that repeats "Now I lay me" as nicely as you please.

Look ahead, but not so far into the future as to neglect the opportunities of the present.



O HERE'S a farmer who admits
The roads are pretty tough,
But when the wheelmen want them fixed,
He says they're good enough.

THE Inter-State Fair Association of Trenton, N. J., have set apart Monday, September 28th as Wheelmen's Day, and upon that date a national L. A. W. circuit Meet will be held upon that track. Massachusetts State Fair is not the only Fair to realize that Wheelmen's Day must hereafter be made a feature of such occasions.

A BROOKLYN member writes that he is pleased to read in the L. A. W. BULLETIN that 8,000 Lowell wheelmen are united and working for good roads, and that New York City is asphaltting parts of its principal streets for wheelmen. He regrets that

Brooklyn wheelmen have no one to lead to undertake similar work there, where not a principal street leading to a ferry is asphalted.

THE pessimist who goes about wishing he had never been born is not the only one who regrets it.

BE GOOD to your neighbors and no one else will talk about you.

THE LAW-BULLETIN AND GOOD ROADS



Vol. XXIV.

Boston, August 28, 1896.

No. 9.



The Coaster's Dream.

O, life would be a pleasant rhyme,
And the heart of a cyclist gay,
If roads were good to the end of time
And down hill all the way.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 28 cts.

Entered at Boston Postoffice as Second-class matter

Price, 5 cents.

PAID CIRCULATION, 63,844.

... HERE IT IS ...



THE **SIMPLEX** BICYCLE TIRE REPAIR TOOL.

With which you can mend any size puncture in single or double tube tires. The only repair tool in the market that uses

\$1.75

TAPERING SOLID RUBBER PLUGS



Easy to insert in a punctured tire, but cannot slip out

Send Five 2-Cent Stamps for Samples of Assorted Sizes.

MANUFACTURED ONLY BY

BICYCLE APPLIANCE CO.

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A Cycle of Perfection is the

Manufactured
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Long-Established
House, 1840



**Lovell...
Diamond
Bicycle..**

Our wheels for 18 1/2 are models of
beauty, strength and durability.
All sizes, styles and prices.

Catalogue free.



JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

*Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles*

Ask Your Shoe Dealer
for

"Ball-Bearing"

Bicycle Shoe

No. 97

Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped
on heel.

PRATT FASTENERS hold laces
without tying.

**C. H. FARGO & CO. (Makers)
CHICAGO**



CYCLING IN FRANCE AND ENGLAND.

BY NO. 84,660.

Some observations of a few weeks' cycling in France and England may be of interest to your readers. In both of these countries there is no difficulty in hiring excellent wheels of American manufacture. In Paris, on the Avenue de la Grande Armee, which leads directly to the principal gate of the Bois de Boulogne, there are several American agencies. They let out comparatively new machines by the month or day at very moderate prices. Excellent machines may be hired at Dieppe and Brighton. In London, strange to say, it is more difficult to hire a new American wheel, although agencies for their sale abound everywhere.

The country roads about Paris far surpass the praise which they have received. It is difficult to imagine better roads. They evidence a high degree of civilization. At every cross road the signs show pretty generally all the nearby villages, with distance in kilometres and tenths. The maps give a complete topography which, with the additional help of the signs of the "Touring Club de France,"

Rambler Bicycles

"THE 17 YEAR OLD WHEELS."

OUR PRIZE STORY IN 17 CHAPTERS

Offer No. 1. \$1,000 Rambler Bicycle to the Amateur Rider who before Nov. 1, 1896, rides the fastest mile in competition during this season on a Rambler Bicycle, fitted with G. & J. Tires, at any race-meet in the United States, under regular L. A. W. rules.

Offer No. 2. \$500 will be paid toward paying expenses of meet at which above race is run.

Offer No. 3. \$400 in cash to the Bicycle Club making the greatest mileage on Rambler Bicycles fitted with G. & J. Tires for eight months ending Dec. 1, 1896.

Offer No. 4. \$500 in Gold to the Individual Rider making the best mileage, same as above.

Offer No. 5. \$500 in Gold to Individual rider making best mileage on any make of bicycle other than the Rambler, fitted with G. & J. Tires during same period.

Offer No. 6. Handsome Valuable Souvenir to every rider proving 3,000 mileage on a Rambler Bicycle fitted with G. & J. Tires for eight months ending Dec. 1, 1896.

Offer No. 7. A Beautiful Souvenir to every rider having same record as above, but on any make of bicycle other than the Rambler, fitted with G. & J. Tires.

Offer No. 8. A Handsome Souvenir to every Amateur rider under two minutes at any L. A. W. race-meet on a Rambler Bicycle fitted with G. & J. Tires, before Jan. 1, 1897.

Offer No. 9. A similar Souvenir as above offer, but "on any make of bicycle other than the Rambler, fitted with G. & J. Tires."

Offer No. 10. A Grand Souvenir to the holder of the greatest number of these Rambler "two-minute" souvenirs at the end of the year 1896.

Offer No. 11. A Grand Souvenir to the holder of the greatest number of these G. & J. Tire "two-minute" souvenirs.

Offer No. 12. Valuable Special Souvenir, every time the 25-mile road record is broken on a Rambler Bicycle fitted with G. & J. Tires.

Offer No. 13. Valuable Special Souvenir for same as above but on any make of wheel other than the Rambler, fitted with G. & J. Tires.

Offer No. 14. To the holder of the 25-mile record on Dec. 1, 1896, if such record was made on a Rambler Bicycle fitted with G. & J. Tires, we will present a Grand Souvenir worth \$150.

Offer No. 15. If above record was made on any other make, but fitted with G. & J. Tires, a Grand Souvenir worth \$100.

Offer No. 16. \$1,000 in Gold to the professional making the fastest flying-start one-mile record at any regular race-meet under L. A. W. rules, or sanctioned record trial, paced or un-paced, in competition or otherwise, if made on a Rambler Bicycle, fitted with G. & J. Tires.

Offer No. 17. \$500 in Gold to the professional making above record on any other make of wheel, but fitted with G. & J. Tires.

For further information inquire of any Rambler agent.

Gormully and Jeffery Mfg Co.

CHICAGO, ILL.
BRANCHES:
CHICAGO, ILL. BOSTON, WASHINGTON, NEW YORK
BROOKLYN, DETROIT, COVENTRY, ENG.

make cycling an easy matter, notwithstanding an entire lack of knowledge of the language. The inns are excellent, and the people generally very courteous.

One word about costume. It is a rare thing to see a lady riding except with a divided skirt. If our sisters on this side of the water could see the riding on the "Bois," all prejudice would at once vanish. The effect when off the wheel is like a bell-shaped skirt. The diamond frame is used a great deal. Many men—the "swells" who mount for a short ride about Paris—turn their trousers up, one crease only, high enough to clear the chain. The advantages are so obvious that it is not worth while to dwell upon further. Try it, my brother members, and I am sure you will throw away your clamps.

PHILADELPHIA, Aug. 18, 1896.

EDITOR L. A. W. BULLETIN:

Dear Sir, — I have just returned from a bicycle trip in England, and of course being full of the subject cannot keep it to myself. The machines (for that is what bicycles are called over there) made in England are heavy and not at all graceful. They all use double-tube tires and the chain is enclosed in a box. The roads are all that can be expected and especially through the country. They are macadam and kept in good condition. The beautiful hedges and lawns cannot be surpassed, and very many roads are overhung with grand old trees.

The climate is delightful and there are so many old ruins to visit that one does not become "saddle worn." I visited Reading, Wallingford, Oxford, Woodstock, Worcester, Stratford, Warwick, Leamington, Kenilworth and Birmingham. It makes a delightful outing, and I would advise anyone who is going abroad to take his wheel; the cost of transportation over and back is five dollars, but you save this sum in traveling on the wheel.

No. 84,148.

NO RIGHT TO WEAR IT.

EDITOR L. A. W. BULLETIN:

A short statement of an unofficial correspondence I recently had with a prominent cigarette company may be of interest to your readers, and incidentally set the company right in their minds.

Noticing that a local dealer was giving away League buttons with cigarettes indiscriminately to anyone, I wrote the company to that effect, telling them of the law of this State, forbidding the wearing of any badge of a society or organization by one not a member thereof. I said that by thus giving away League buttons they were not only encouraging the commission of a misdemeanor, but were antagonizing 18,000 New York wheelmen, and thus defeating their object.

In a day or two I received the following reply from their advertising manager: "I have your letter of Aug. 10, calling attention to the fact that the

"The added pleasure which a good cyclometer brings to bicycling," writes a level-headed wheelman to a cycling magazine, "is worth many times the cost of the good cyclometer."

"A good cyclometer"—ten to one that the level-headed wheelman had a **Standard** in mind!



The New York Standard Watch Co.

Makers of the Standard Cyclometer, and other good things in instruments of precision.

"BUILT LIKE A WATCH"



A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.



STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. Denver.
San Francisco.

L. A. W. buttons, put out for League wheelmen, are being given to non-members. So far as possible word will be sent to dealers warning them of the matter, and suggesting that they only give these buttons to League members. Of course we do not wish to antagonize the L. A. W., and we appreciate the courtesy of your letter."

I suggest that New York members call the attention of dealers to the law, and that those in other States bring whatever pressure they can to bear on local dealers offending in this respect.

J. S. BRIGGS, No. 2,287.

"SIXTEEN TO ONE."

EDITOR L. A. W. BULLETIN:

If Seventh avenue from 110th street to 155th street, New York city, was not the muddiest street in the State of New York and utterly impassable for bicycles (and, by-the-by, not very agreeable to carriages) for some considerable time after a rain storm, there would be several times sixteen bicycle riders to one carriage rider enjoying a ride upon what would be a most acceptable road for both carriages and bicycles, as it is level and wide; besides it leads from the Central Park north to some of the most popular (though not populist) suburbs of the great city.

There has, I think, been a petition presented to Mayor Strong asking that a bicycle path be arranged on both sides of the road. This petition came from

one of our clubs; but if the petition had been submitted generally for signatures, I think there would have been more than sixteen signatures to one which it received, for it is a very popular desire. I would say the city of New York is by no means backward in granting bicycle facilities, for it is already doing a great amount of good road-making.

While upon this subject, I offer as a suggestion and also as a benefit to carriages as well as to bicycle riders from an engineering standpoint, that it would be less difficult to maintain, if instead of two paths only one was built, and that to occupy the centre or crown of the road. It would give the carriages the advantage of a soft road on both sides, and would not be affected by the watering cart.

Careless and malicious drivers of horse vehicles of the various kinds, (for there are, I am very sorry to say, many such) could be compelled by ordinance to keep off the crown of the road so set apart. The bicyclist influence in municipal politics may be largely exerted in the promotion of so great a boon (so large a community the bicyclists of New York have become); besides accidents to the unwary may be averted.

GEO. HAVES, No. 108,627.

WHEN a cyclist has to pay for riding with his lamp unlighted the fine he has to pay is "no light" one.

A PENNSYLVANIA match factory has gone to making cycles, presumably for "scratch" men.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00

" " Special Club Rate, to League Members only25

Editor: **STERLING ELLIOTT.**

Associate Editor, NIXON WATERMAN.

AUGUST 28, 1896.

THE FINANCIAL QUESTION.

May the L. A. W. BULLETIN talk politics?

Some of our readers say, No.

Our remarks on "The Value of a Dollar," printed two weeks ago, have called forth some criticism, and we are told that the official organ of the L. A. W. should not discuss these matters.

The editorial referred to was written with the full knowledge that there must be many members of the League who were not in sympathy with our ideas.

We believe that just now the most important question before the country is this one which relates to the proposed change in our monetary system. We believe that all members of our organization are sufficiently patriotic to hope that it may be wisely settled, for on its settlement depends the prosperity of our immediate future.

If the free coinage of silver would add to the general prosperity of the masses, then no one would be more glad to see it come about than would the editor of the L. A. W. BULLETIN. There seems to be a difference of opinion, however, and between now and election the subject is up for discussion.

We have presented a single article on one side of the question; our columns are free to those who may wish to refute it. The question of whether this paper may properly discuss the leading question of the day is hardly debatable, although we do not intend to follow the subject up in any offensive fashion.

We assume that all wheelmen who have joined the L. A. W. are intelligent, and desire to become more so, hence are anxious to hear all sides.

Total number printed this week, **66,000**

Sent to paid Subscribers, **63,844**

Samples to Advertisers, Exchanges, etc., **2,156**

Much of the ill-feeling incident to National elections comes from an unwillingness to hear and consider the arguments of the other side.

When you see in this paper views expressed that do not "square up" with your ideas of the facts, show your *strength* by giving us for publication logical, pointed arguments, rather than show your *weakness* by asking us to discontinue the discussion.

We are particularly anxious that the right thing be done, and we do every reader the courtesy to believe that he has the same patriotic desire.

Let us, then, talk it over with the sole object that when election day comes we may intelligently mark our ballots.

We all want to have confidence in each other, and that alone will at any time produce prosperity, and prosperity means more bicycles and better roads to ride on.

SILVER AND THE L. A. W.

The question comes from several sources, whether in declaring against the free coinage of silver I do so in the name of the League.

This probably grows out of a statement to that effect which was printed without my authority in a Louisville paper.

Of course I have absolutely no authority to represent any one beside myself in this matter, and no importance should be attached to what I say beyond what might properly belong to the opinion of an individual.

The columns of this paper outside the official department are under my control, not as an official of the L. A. W., but as a publisher who has a contract with the League.

I shall try at all times to be fair, but cannot promise to withhold anything, which in my judgment ought to be said. **STERLING ELLIOTT.**

THE TAX MANIA.

Hope is not the only thing that "springs eternal in the human breast."


"Not by a jug full," as a Kansas prohibitionist would say.

The desire to specially tax the bicycle is an "eternal springer" that stands well toward the head of its class.

Until the unprogressive, un-up-to-date elderly gentlemen who now fill most of the legislative, administrative and judicial offices of the land, die, resign or learn to ride the wheel they will tax their minds trying to find excuses for taxing bicycles.

And this peculiarity, if such it may be called, is confined to no one locality and, in fact, to no one clime or country. It extends from Kokomo to Timbuctoo, from Podunk to Peking.

The people of this star-spangled land have pro-



YOU'LL NEVER

be ashamed of a New Clipper. If you buy Clippers, you'll pay the right price—a fair price—when you get them, and you'll not be discriminated against later in the same season to the tune of \$20.00 or \$30.00. "Job lot" and auction room bicycles may be all right and worth the price they bring, but they were not worth the price originally asked, or they would n't be sold at what they are.

Ask any Clipper rider what **he** thinks.

♦ ♦ ♦ ♦

MADE BY THE **GRAND RAPIDS CYCLE CO.** GRAND RAPIDS, MICH.

A
M
E
R
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C
A"T"
"R"
"U"
"S"**America Cycle Mfg. Co.**

73-75-77 FULTON ST., CHICAGO, ILL.

duced some mighty flimsy arguments on the pro side of the tax question, from "just because," to "most any old thing," but some people over the water have knocked our "why tax?" record into smithereens. The following is from the *Scottish Cyclist*:

"It has been left to Mr. Constable, of Tarquhair, to enlighten the world regarding the true effects of pneumatic tires on the roads. We—that is, the cycling community—had been under the impression that, if tires wear the roads at all, the deterioration is infinitesimal; and, indeed, we have seen strips of roadway that appeared to be improved by the recurring passage of pneumatic-tired bicycles over them. But it seems that this is all wrong. Our experience is misleading, our judgment is at fault, and even our eyes have deceived us. For Mr. Constable, of Tarquhair, has spoken. According to this eminent authority, it is generally recognized by those who know about roads that the pneumatic cycle tire does more harm to the road than the ordinary metal wheel! We suspect very few people could pass an examination in knowledge "about roads" before Mr. Constable. Even more extraordinary, however, than that gentleman's speech was the action of the body before whom it was delivered, the Scottish Chamber of Agriculture, who proceeded to pass a resolution in favor of the taxation of cycles—an amendment to the effect that no action should be taken receiving but a single vote. The solitary member who endeavored to restrain the Chamber in its foolishness told them that they were meddling with matters in which they had no concern, and were in danger of earning a reputation as busybodies. His advice, however, was wasted; his appeal to their pockets—or rather to their sense of the iniquity of farmers being taxed while cyclists were not—was uppermost in the minds of the members, to the exclusion of everything else; and they resolved to cry for justice to Parliament, to the Secretary for Scotland, to the County Councils, and to every one else they were able at the moment to catalogue in their resolution."

Men are about the same the whole world over. This is a sad statement to make, for it seems as though there is such a splendid chance for most everybody to be better than other people. But, alas! they seem to be worse in most places.

The same differences of opinion, the same quarrel, if you please, between riders and non-riders is everywhere apparent. Somehow they can't seem to be on our side until they are on the wheel. Then, as a matter of course, they see things from our point of view.

"The pneumatic tire does more harm to the road than the ordinary metal wheel!"

Those of our readers who are yearning for news about the bicycle will please accept the re-quoted paragraph as a piece of the genuine article. It will be news to everybody.

Theory and Practice.

O, our Theories bring us much joy to our cup,
Till by Practice their beauty is racked;
Then the fair feet of Fancy get all tangled up
In the sticky fly-paper of fact.

By a typographical error, on page 227, of the August 14th issue of the L. A. W. BULLETIN, "The Massachusetts Bicycle Law, Acts, 1894" was made to read "Acts, 1864."

It's easier for a cyclist to ride fast on a smooth road than to jog along on a rough one.



This trade mark is recognized in all parts of the world as the emblem of perfect cycle construction.

There are now made in America, Cycles of Cheap, Medium, High Grade and

Humber Quality.

Within the walls of every cycle factory in the world, HUMBERS are admittedly the best product in cycle construction which inventive genius, precise methods, skilled mechanism and unlimited facilities have produced.

Applications for **Humber** Agencies for the season of 1897 will be received at our Westboro office until Sept 15, 1896. Though we have largely increased our facilities of manufacture during the past season, the volume of our product is limited, and it is necessary our plans for the distribution of our 1897 product be completed by the 15th of September, in order that we may supply agents promptly with cycles they will require during the season of 1897.

A Humber Agency means Reputation, Satisfaction, Profit.

Once appointed, the **Humber** agent can always feel assured of steady business, for so long as he is conducting the business on satisfactory lines the agency will remain with him. It is the policy of **Humber** Companies to select agents whose character is on a plane with the reputation for integrity and quality earned by **Humber** Companies during the past twenty-nine years. We seek those only to represent us who appreciate the merits of honest goods, and who realize the value of and will aid us in supporting a truthful, honorable business policy. In every manner possible we seek to prevent any cutting of prices, that all buyers may be treated uniformly alike. We, therefore, require every agent to furnish a guarantee bond that he will not under any circumstances sell **Humbers** at less than our catalogue price, nor give or allow any rebate or commission.

HUMBER & CO., America (Limited),

ELLIOTT BURRIS, Managing Director.

WESTBORO, MASS.

A GROWING INTEREST.

It will be something like real pleasure to ride out on our bicycles in the years to come and assist in burying the last of the men who, all through their living years, have been saying, "This bicycle craze won't last but a little while."

And the man who has been insisting that the Good Roads movement is "just a little spurt that will soon die out," will, no doubt, live long enough to almost enjoy his last ride to the cemetery over a smooth, bicycle-induced, asphalt road, or some other equally as good.

The present year has established a record in road-making. More work and more intelligent work has been done than ever before.

And why not? More people are riding wheels, and every wheelman is an enthusiast for good roads as every horse would be could it express itself.

And for the very same reason. The man in the carriage may *think* the road is poor. The man on the wheel *knows* it.

Until something better is invented the bicycle will retain its popularity. While the bicycle retains its popularity, good roads will be demanded. Roads should be good if the bicycle had never been heard of. Every horse whose feet stumble over stones or sink into the mud or sand knows that much.

So the "bicycle craze" and the "good roads fad" will, no doubt, go on and on, as they are now doing, blessing mankind and smoothing the way

for the swifter advance of the great car of progress. A few slow-going fogies will get run down, but, no matter.

Don't be a mud-turtle.

A PHILADELPHIA member, in commenting on the remarks of the Illinois member who complained of deriving no benefit from his League membership, writes as follows: "I have been connected with the L. A. W. longer than he and have not ridden at all, until recently, since the first year of my election. I have renewed annually, however, and tried to induce others to join. Knowing the many improvements in streets and roads are due to the efforts of the League, the small outlay would more than compensate me in the improvements thus made, which from a selfish standpoint would at least be more grateful to the eye. I believe a broad public spirit should characterize all true League members. One gets so much for the outlay—weekly paper, a fine road book, reduced hotel rates and what not? Some, I suppose, would like to have thrown in accident and theft insurance. I fear our Illinois friend would rather be inclined to 'kick' if he played football. Greater success to the League."

THE crawfish is a born back-pedaler.

MANY a man has his tastes geared too high for his income.

Highest
GradeHighest
PriceCOMMENT
UNNECESSARY

Record Pedal Mfg. Co.,

243 Columbus Ave.,
Boston, Mass.MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THAT WHEELMEN CONSIDER
DOUBLE-TUBE TIRES THE BEST
IS SHOWN BY THE FACT THAT AT LEAST 65
OUT OF EVERY 100 WHEELS BUILT IN 1906 HAD
MORGAN & WRIGHT QUICK REPAIR TIRES

MORGAN & WRIGHT
CHICAGO

The following notes may be a benefit to parties expecting to take a tour on their wheels to the famous Luray Caverns.

We, a party of six, including myself, left Philadelphia July 4th, at 6.30 A. M., by the way of the river drive through East Fairmount Park as far as the Queen Lane Pumping Station, where we turned to the left up over City Line Hill, then to Montgomery pike, where we had to buy toll tickets through to Paoli (which, by the way, is the only road taxing bicycles until after leaving Martinsburg, W. Va.). The pike is macadam, and is kept in fine condition, with little grade. Instead of turning to the right and following the pike at Green Tree, we kept straight ahead, which we found by experience to be the better road, until we came to a sign-board reading, "One Mile to Lancaster Pike," where we turned, and a few minutes ride found us in Downtown; from there to Coatesville is partly side-path. Arrived at the Speakman House at 12.10, where we partook of a substantial dinner; left at 2 P. M. We found a good dirt road as far as

Wagontown, when you can then walk most of the next five miles for a change, as it is a loose, white sand, and no side-path of any account. We were delayed at White Horse Hotel by a shower, but pushed on after it cleared, as far as Intercourse, where we stopped at the Cross Keys for the night, having covered a distance of 57 miles.

July 5th. It rained during the night and was still cloudy this morning, but we thought it best to venture, as we were told the pike was only four miles from there; but that four miles was of red clay, and after having had a few hours' rain was fully six inches deep with mud. We arranged, however, by aid of rails and side-path, to cover the distance, and found the pike in fair condition. Passed through Lancaster and reached Columbia at 12.15; stopped at the Franklin Hotel for dinner; left for York at 2 P. M.

After leaving Columbia and crossing the Susquehanna, over a bridge said to be $1\frac{1}{2}$ miles in length, one has a fair view of the York Hills at the left, which extend for several miles. Arrived in York at 5.15 P. M., having made 35 miles.

July 6th. Left York at 8 A. M., and found good road to Abbotsford; thence over the old National pike, which has not been repaired for years and is in bad condition (would advise parties to train from there to Gettysburg), and arrived at Gettysburg at one o'clock. Stopped at the Gettysburg Hotel, — excellent accommodations.

That afternoon, accompanied by a guide, we went

S.I.I.	SINGLE-TUBE TIRES.	S.I.I.	
SINGLE-TUBE TIRES.	 Cannot be Excelled.	SINGLE-TUBE TIRES.	
	<p>Look at the names of corporations and firms manufacturing</p> <p>SINGLE-TUBE TIRES</p> <p>under the Tillinghast patents:</p>		
	<p>THE BOSTON WOVEN HOSE AND RUBBER CO. THE REVERE RUBBER CO. THE NEW YORK BELTING AND PACKING CO., Ltd. THE POPE MANUFACTURING CO. THE NEWTON RUBBER WORKS. THE DIAMOND RUBBER CO. THE R. F. GOODRICH CO. THE NEW YORK TIRE CO. THE HARTFORD RUBBER WORKS CO. L. C. CHASE & Co., of Boston.</p>		<p>THE MECHANICAL RUBBER CO., of Chicago. THE HOIGMAN RUBBER CO. THE PEORIA RUBBER AND MFG. CO. THE INDIANA RUBBER AND INSULATED WIRE CO. THE KOKOMO RUBBER CO. THE MECHANICAL RUBBER CO., of Cleveland. THE HARTFORD CYCLE CO. THE IDEAL RUBBER CO. THE SPAULDING & PEPPER CO.</p>
	<p>The above list embraces more than <i>forty-nine fiftieths</i> of the capital interested in the manufacture of Single-Tube Tires in the United States, and includes the only licensed manufacturers of Single-Tube-Tires. OTHERS ARE INFRINGERS.</p> <p>Suits have been brought in every United States Circuit.</p>		
S.I.I.	SINGLE-TUBE TIRES.	S.I.I.	

over the battlefield, which was very interesting. It takes about five hours to cover the ground. The ascent of Little Round Top was particularly interesting, as you here obtain a fine view of the surrounding country for miles.

July 7th. Left Gettysburg at 8.30 A. M., and took the Fairchild road, which is fine for ten miles (excepting one mile), though rough is rideable, after which are found some steep grades, both up and down hill, until the pike is again reached. Here we started to ascend the mountain known as the Monterey Pass, through which Gen. Lee retreated during the late war. The ascent is supposed to be about three miles long, — taking, it seemed to me, about three hours, but the hard work was fully paid for. After you are over the top and ready to descend, it is a beautiful sight to look down over the Shenandoah Valley. You can mount again and, as the road is smooth, you can descend in about three minutes and find yourself in Waynesboro, where we stopped for dinner. From there on we found good roads and few hills, making Martinsburg, W. Va., at 6.45 P. M. Continental Hotel.

July 8th. Left Martinsburg at 7 A. M., and had hardly left the town before it started to rain. We pushed on, however, crossed the Potomac at Williamsport in an old-style ferry propelled by the current, and after a short ride reached the toll-gate. As it was then raining a little more than was enjoyable, we stopped for a short time, and in that vicinity I picked up a double-headed tack, which I discovered

soon after mounting again, making two punctures, delaying us half an hour. (It was the only delay for repairs during the whole trip.)

We arrived at Middletown, a small village, at 12.15, having rode 35 miles in the rain. We found the roads good, even in bad weather, but as it continued to rain we remained for the night. The proprietor of the house was a Confederate soldier, who told us many interesting stories about the War as we sat before an old-fashioned fireplace, drying our clothes.

July 9th. Left Middletown, Va., at 7 A. M.; from there on to Luray we found excellent roads, except in road-mending season, which is now going on. September, I think, will find them pretty well repaired.

We made Mt. Jackson for dinner at one o'clock and left at 2 P. M. for New Market, seven miles beyond, where you turn from the pike again to cross the mountain. The hotel proprietor will tell you it is impossible for you to cross with your wheels, but if you don't mind a little walking it is well worth the trouble. The ascent is about two and a half miles, with a fine view of the valley. The descent is four miles, and we rode the whole distance. We then crossed the Shenandoah river in the same style ferry as before, and four miles more of good road, with some hills, found us at Luray. Hotel Lawrence.

July 10th. After breakfast, as the carriage was waiting, we started immediately for the caves, which

Good Roads— Good Wheels

*Let the riders use every effort to
obtain the former—*

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.



Coasting Contests

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires; they make the bicycle run easily.
Our Catalogue tells why. Send for it.
The Palmer Pneumatic Tire Company, Chicago

is one of the most beautiful of Nature's works and must be seen to be appreciated. The greatest depths we were taken was 160 feet. The guide made it very interesting for us by his explanation of their formations, also their resemblance to animals, human figures, etc. About one and a half hours were spent in the caverns.

We left Luray at 5:35 P. M. by train for Shenandoah Junction (have to express wheels), and arrived about 8 P. M. Stopped at the Morrison Boarding House, — good accommodations.

July 11th. Left Shenandoah Junction at 7:30 A. M., and wheeled to Harper's Ferry over a fairly-good dirt road for five or six miles, where we then strike the Charlestown pike, taking us direct to Harper's Ferry. Here it was our intention to take the tow-path as far as Great Falls, sixteen miles west of Washington, but, upon arriving there, found that a law prohibiting its use had been passed. As the roads are poor and hilly, we trained to Baltimore, where we had dinner at the Joyce Hotel. Upon inquiry we found all roads from Baltimore north in poor condition, and decided to train to Philadelphia by the B. & O. R. R. (Wheels free of charge.)

Before closing I wish to say we were treated with every courtesy on the road, and were obliged to ring the bell but once, and that was for a hog, they being plentiful on the highway (not the road hog). They are not dangerous, however, — like those we meet on wheels.

MRS. L. A. STERLING,

PHILADELPHIA, PA.

No. 112,667.

EDITOR L. A. W. BULLETIN:

No. 109,67, in giving route Port Jervis to Philadelphia, advises going from Bushkill to Water Gap, not to Stroudsburg. Road from Bushkill to Stroudsburg is good, though not up to that from Port Jervis to Bushkill. Unnecessary to take train Stroudsburg to Easton. Wheel via Saylorsburg, Wind Gap and Bath to Allentown, as per route given in Philadelphia road book.

L. A. W. No. 479.

A NEW YORK member whose wheel was stolen recently writes that in advertising the same he made the reward to include the conviction of the thief. He says he realizes that clause would probably prevent the return of his wheel, but that stealing is receiving too much encouragement of late and that he feels it is the duty of every wheelman to try to apprehend the thief.

A WISCONSIN member, in writing of the Minneapolis-Chicago route, says: "From Prairie De Chien to Chicago, I think it much better and closer to go from Prairie De Chien to Lancaster, Plattville, Shullsburg, Warren (Ill.), Freeport, Rockford, Elgin and Chicago, than to go by way of Madison and Janesville; as, from Prairie De Chien to Madison lots of sand is encountered, while the other road has but little sand and few hills."

A BICYCLE path is being built between Amsterdam and Schenectady. N. Y.

TO BICYCLE RIDERS

WE MAKE OUR TUBE —

OF FIFTY CARBON STEEL

Because a Tube like this of



Is just as strong as
a Tube like this of



BICYCLE...
...SAFETY

depends almost wholly on the strength of the tubing used. The steel for our tubing is selected for its especial resistance to bicycle strains, regardless of expense in the manufacture.

The margin of safety is greatly increased by the use of this tube.

Every bicycle manufacturer should use it; leading ones do. Every dealer should demand it; every rider should insist on having it. Send for Catalogue.

THE POPE TUBE CO.

HARTFORD, CONN.

While WEIGHT FOR WEIGHT in a Bicycle FIFTY CARBON STEEL will last so long

and TWENTY-FIVE CARBON STEEL will last only so long



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

*Popular with all who appreciate
superiority in bicycle construction.*


THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

The Trump Cyclometer

The Most Perfect Recorder Made
for Bicycles.

NEAT		REGISTERS
NATTY		10,000
NOISELESS		MILES
CAN BE		BY TENTHS
SEEN AT		WEIGHS
A GLANCE		LESS THAN
FROM THE		2 OZ.
SADDLE		Water Proof
		Dust Proof

Retail Price \$1.50.

Send for Catalogue which contains other
wheel novelties.

THE WATERBURY WATCH CO.
WATERBURY, CONN.

NEW YORK TO BOSTON.

In answer to the much-discussed question of a tour through the New England States, I will give our experience on a trip to Boston. There were four of us. We had eight days in which to make the trip, and therefore were compelled to cover more miles per day than the average tourist would care to do.

We left Brooklyn by way of the 23d street ferry at two o'clock on Saturday afternoon, followed the New York State Division tour book, and made Stamford, Conn., our first stop. We put up at the Union House. (L. A. W.) Roads somewhat hilly, but good; 39¼ miles. Then through Darien, Norwalk, Westport and Fairfield to Bridgeport (dinner); from there through Stratford, Milford, Merwins and New Haven, stopping at the Totoket House (in the pretty little town of Branford) for the night. The roads from Stamford to Branford are good, but from New Haven rather hilly; 91¼ miles. Left Branford bright and early the next morning for Saybrook, crossing the Connecticut River by way of Lime Ferry. Then our troubles began. From South Lime to Niantic the roads are abominable — sandy, and very little side-path at times to ride upon. We reached Niantic at 2.30, very hungry after our long ride. After leaving Niantic, by way of Jordanville to New London, the roads were much better. Crossed the Thames River to Groton and stopped at Westerly, R. I., for the night; distance,

157 miles from New York. The next morning, by the advice of some Westerly wheelmen, took the Shore road to Narragansett Pier, but found it so sandy that, after riding and walking about twelve miles on this road, we decided to return to the L. A. W. route, and walked six miles through the broiling hot sun through about six inches of soft, white sand before we were able to ride again. Finally reached Shannock, where we were compelled to buy our dinner at a grocery store, as there is no hotel in the town. From Shannock the roads improved again, and we were in a fair way to reach Providence that night, when we were overtaken by a shower, and compelled to stop at the quaint old town of Wickford; 198¼ miles. We stopped at the Wickford House, where they know how to treat wheelmen (and we in turn entertained them with some songs), and were well rested and ready to make Boston the next day. From Wickford the roads were excellent almost the entire way to Boston, and we lost no time in going through Providence, Pawtucket, Attleboro and the excellent roads in the Back Bay park to the Boston Common. Total distance from New York, 267 miles.

We spent two days in Boston, visiting Bunker Hill Monument, Faneuil Hall, etc., and then took a delightful sail to Nantasket Beach. Our limited time would not permit returning by wheel (had we felt so inclined), and we returned by way of the Fall River route, on the magnificent steamboat "Puritan," to New York, paying 70 cents for our wheels from

**PUNCTURE
PROOF
BICYCLE
TIRE**



**OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY**

**NO PUNCTURES
TO REPAIR**

Catalogue and Sample section of Tire free
upon application. Address

THE PUNCTURE PROOF TIRE CO., Quincy, Ill.

Boston. I wish to add that we were always well treated by everybody, and by the New England wheelmen especially. We consumed seven days on the trip, averaging about sixty miles per day.

CHAS. TILGNER, No. 84,331.

BROOKLYN, N. Y.,

PORT JERVIS TO PHILADELPHIA.

EDITOR L. A. W. BULLETIN:

The communication by No. 109,067 in reference to above route is wrong, according to my experience. I tried the Jersey route, once to my sorrow, and there I agree with him, but I cannot see why he advises taking the train from Water Gap to Easton, when there is a good road over a country of beautiful scenery.

I have been over several routes and find the following the best.

His route as far as Water Gap is all right; through Milford, Pa., Dingman's, Bushkill and Shawnee.

From Water Gap, take the road through Stormsville, Saylorsburg, Wind Gap, Jacobshurg, Nazareth, to Easton. Nine-tenths of the above is good, the grade is mostly a descending one, and the scenery is fine.

From Easton take the river road through Riegelsville to opposite Milford, N. J.; cross the bridge and ride four miles on the Jersey side to Frenchtown, recross here to the Pennsylvania side and ride seven miles to Point Pleasant.

World Cycles

... HAVE WINNING WAYS ...

European Mile Record broken by **John S. Johnson**, from 1:52 2-5 to 1:46, on 5-lap track.

Ray McDonald won the Mile International at Brussels; also, Mile Open, at Bordeaux.

George Rupert won the Mile Collegiate Championship; also, lowered the Two Mile Collegiate record at Harvard.

Jay Eaton won 14 firsts, 2 seconds and 3 thirds, at Chicago Indoor Meet, he also lowered the Mile and Half Mile World's Records for Indoor Track.

AGENTS:

They are Easy Sellers - We can Deliver Quick.

ARNOLD, SCHWINN & Co.

CHICAGO, ILL.

From Easton to Point Pleasant the road is very good, except in a few places and after rain.

From Point Pleasant to Philadelphia, 35 miles, the road is fine, passing through Danborough, Doylestown, Willow Grove, Jenkintown and Ogontz. It is turnpike all the way, and the views are superb. A wheelmen who follows this route will have an enjoyable ride, free from Jersey sand.

No. 55,524.

EDITOR L. A. W. BULLETIN:

I belong to that class of riders which suffers from undue perspiration. Having found a very good relief, I take pleasure in sending it to you, thinking probably your readers would be pleased to enjoy the relief resulting from its taking.

One ounce of aromatic sulphuric acid. Take fifteen (15) drops at a time in a wineglass full of water twice a day.

It would be advisable to take this mixture through a glass tube, as repeated doses will eventually have a bad effect upon the teeth. This is a good thing.

FERGUSON, Mo.

HERBERT D. CONDIE.

JACK and Jill scorched down the hill

To get a drink of water,

When they struck a stone and both were thrown.

An' they knowed they hadn't oughter.

The bicycle is the only steed that can exist on air, and even that doesn't have to be fresh.



THE MATCHLESS
"STEEL GENDRON"
 THOUSANDS BUY IT!
 THOUSANDS RIDE IT!
 THOUSANDS PRAISE IT!

Many bicycles are found wanting, but the "STEEL GENDRON" never disappoints.

"Balance" Bicycles are better than most high grade wheels.

OUR CATALOGUE FREE
 Gendron Wheel Co.
 TOLEDO, OHIO.



IT IS OUR HOBBY TO BUILD
ORIENTS WELL

Our machinery, mechanics and material cannot be excelled.

It is the Superlative Quality of the ORIENT that keeps it in the Lead.

Send four cents for our Souvenir Catalogue

WALTHAM MFG. CO.
 Main Office and Factory, Waltham, Mass.

HE WHO RUNS SHOULD READ.

One who "has been there" many times has given some suggestions as to how wheelmen should conduct themselves on the streets, if they would avoid trouble. He says:

"Bicycle etiquette is simple, having for its basis the thoughtful consideration of others.

"An all-important rule is to always offer assistance to a dismounted wheelman or wheelwoman who appears to be in difficulty of any kind. Women, if the paradox be permitted, put themselves on the same footing as men when they mount the wheel, and are bound to encounter practically the same conditions; but, for all that, no man will forget to extend to her the same courtesies that she should receive under any other circumstances.

"She will need assistance frequently. Don't 'plug' up a hill just because you are able to do it, when the woman whose muscles are weaker, and who is probably riding a heavier wheel, is obliged to dismount and walk up. Some men are fond of displaying before women their prowess in that direction. She will admire you much more if, instead of waiting at the top of the hill for her, you dismount and assist her up the hill.

"It is the duty of the men in a party to see that the women get out of the trip as much enjoyment as possible, while at the same time it is incumbent upon the women to trouble the men as little as they can.

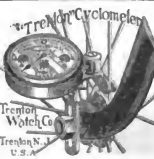


THE 1896
"SEARCH-LIGHT"
 HAS A
RIGID BRACKET
 And will not jar out.
 The only first-class Bicycle Lantern on the market
 Price \$5.00, delivered free.

Its other exclusive features are: A double grip which attaches to either post or fork, a packed reservoir for either kerosene or naphtha, protected surfaces that cannot tarnish, and a powerful lens. Used by and a great favorite with.

CYCLISTS, CANOEISTS, BOAT CLUBS AND CAMPERS.
 Equally effective on Carriage Dashboards.

Bridgeport Brass Co., Bridgeport, Conn. Send for Circular No. 72.
 Or, 19 Murray St., N.Y.; 85-87 Pearl St., Boston; 17 N. 7th St., Phila.



Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896

Model A registers 1,000 miles and repeats, weight, 2 1/4 oz. Price \$1.00.

Model B registers 10,000 miles and repeats, weight, 2 1/4 oz. Price, \$1.50.

Model C registers 10,000 miles and repeats, weight, 1 1/4 oz. Price, \$1.75.

TRENTON WATCH COMPANY,
 TRENTON, N. J.

"In following a narrow path, permit the women to precede you.

"Always observe the rules of the road. Pass an approaching wheelman, vehicle or pedestrian on the right — your right — and anything going the same direction as yourself on the left. When approaching any one from behind, ring your bell. Ride on the left hand of the woman, so that you may have your right arm ready to assist her, if necessary. A left-handed man will reverse the position. The position to the left also places the man between the woman and any possible danger that may arise from passing vehicles.

"When escorting a woman, should you come up behind a wagon at such a time that you will be forced to pass between it and another team approaching, take the lead and force a passage for her to go through. Ride near the right-hand horse as you pass him, and do not pull over to the left until the woman has plenty of room in front of the horse.

"Never be ashamed to dismount. If you meet a runaway, a brass band, a lot of children or a group of wheelmen filling the street, you will do better on the ground rather than giving an exhibition of trick riding and fancy dodging.

"In riding through city streets always remember that, though the car you see may be going away from you, and you have plenty of time to get by the wagon, cars on the other track come the other way, and that if riding fast you may not be

Not a Medicine

BUT A

GOOD OLD ALE

Pure,
Wholesome,
A Real Tonic
and a Good Beverage.



NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

able to stop in time to clear the foe. It rarely happens that a man or wheel comes out of a collision in better shape than the car."

THE MARYLAND METHOD.

There is merry war between cyclists and the tollgate man at Pikesville. Wheelmen do not relish the idea of having to pay toll at the new gate, and slip by as often as they can. This morning, about 7 o'clock, skirmishing terminated in a pitched battle.

A bicycle rider came along at a merry pace and started to glide through, as usual. The tollgate-keeper grabbed the wheel and spilled the wheelman. He proved a tartar and smote the gate-keeper hip and thigh, until the latter had more use for a hospital than for tollgates.

As soon as the job was done, the wheelman, who was fresh as a daisy, mounted his wheel and scorched away, while the crowd around asked the gatekeeper if he had been hit by a trolley car or a bicycle.

The sympathy of residents of the village is with the wheelmen, for the new gate in the streets of the town is looked upon as a nuisance.—*Baltimore Sun*.

[We are privately informed that the pike referred to is tolerably good to within a few miles of this gate, and the rest the company should pay the rider to ride over, instead of vice versa.—*En.*]

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which
is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for them. Sample by mail, 10 cents.

ELLIOTT CHEMICAL WORKS,

NEWTON, MASS.

A NEW YORK member writes of an incident that happened in his town. A few evenings ago a young man with a sweet summer girl mounted in front, came toiling up the rather heavy grade of the main thoroughfare. The Y. M., with arched spine, bulging eye and perspiration oozing from every pore, was making the effort of his life, while his fair "passenger," her face wreathed in smiles and the picture of ease and contentment, was heard to exclaim in winsome tones, "Oh, Mr. C—, I should think any one could ride a tandem. Why, I'm not doing a thing."

THE BEAUTIFUL SCORCHER.

She rode along the rode
In a costume a la mode.
And threw a gleam of sunshine on the pike;
As she gripped the handle-bar,
And she beat the trolley car,
And her golden hair was hanging down her bike.
—*Boston Courier*.

PRISON reform is receiving attention from members of the general assembly. State Senator Duncan was in the city yesterday on his way to Elmira, N. Y., to inspect a prison. He is a member of a committee appointed by the legislature to investigate the working of convicts on the roads.—*Sentinel*, Indianapolis.

THE condition of the stomach has a great deal to do with the soul.

BICYCLE CLUBS!

Sterling Silver Letters for coat or cap; all ready to attach.

10c. each; 8 for 50c.

S.B.C.

McRae & Keeler,
Attleboro, Mass.



**AUTOMATIC
BRAKE FOR
BICYCLES.**

Illustrated Descriptive Circular on Application.
BAILEY MFG. CO., 189 La Salle St., Chicago.



A Friction Rubber Roller Brake

That will positively not injure
the tire. Easily attached to any
wheel. Neat and durable. Price,
postage paid, \$2.00

The Davis Mfg. Co., Indianapolis, Ind.

IT'S DIFFERENT, YOU KNOW.

O, this 'bout the time o' year
That folks who, when they see
Their country relatives appear,
Are mad as mad can be,
Pack up and blithely haste away
On these same friends to call,
And stay and stay and stay and stay
Till late into the fall.

THE German papers are discussing the question, "Should ladies cycle?" When they reach a solution of the problem they may find it just as interesting to discuss another similar question, "Should ducks swim?"

It is said that American cycles are now being pushed in Holland.

DURING July 3065 new members joined the French Touring Club, many of them being ladies.

THE New Haven line of steamers between New Haven and New York carry cycles free.

Our joys will cease their flunking
And our trials will be o'er,
When the punctures cease their punking
And the scorchers scooch no more.

THE mud-guard is poor protection against the sprinkler nuisance.

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 80 Cts. Sent upon receipt of price.



AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I.
Brockton, Mass.

New Roads and Road Laws

IN THE UNITED STATES,

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Orders to

STERLING ELLIOTT,

12 Pearl Street - - - - Boston, Mass.

☛ Sent by mail on receipt of \$1.00.

The Hit of the Season.

An Aluminum Fob.

Every cyclist should have one. 37,000 already sold. Mailed for 25 cents. INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind. Special prices to dealers and agents. Makers of Indiana Chains.

A NEW YORK member sends this to us, labelled "a joke."

"Yes, Johnny and Sis went out yesterday on big brother's double wheel, and when they came back ma tandem."

"TWENTY Bicycle Runs from the Eagle Office, Brooklyn," is a neat little booklet of much worth to wheelmen in that vicinity. It's to be had for the asking.

A MEMBER writes that we must be mistaken regarding the man who was "stingy with his oil," and refused to let a wheelman have a few drops. Our correspondent writes that "If he was a stockholder of the Standard Oil Co., as you suggest, would he not have had oil to burn?"

AMERICAN cycles are being put on the market in Greece, in competition with English and German made machines.

"AS STRONG as a horse, as light as a baby, as swift as the wind, and as comfortable as a rocking-chair," is the way an enthusiast describes the bicycle.

A NEW "sociable" cycle propelled by a motor has just been brought out in Paris.

AMERICAN and German bicycles are said to be in greater favor in France than those of English make.

13 CLEAN YOUR BICYCLES with "Three in One."
Prevents tarnishing and rusting. Polishes the frame. The only lubricant for chain and bearings. Never gums; clean to use. Ask your dealer for it, or send us cents for sample in a Star Nickel Oil Can. **G. W. COLE & CO., 111 Broadway, New York.**

KENZOLINE Cleaner, Oil and Lamp Oil Combined.
Will remove all dirt and grime from bearings and oil them at same time; try it and be convinced. Send 10c. stamps, for full size bottle. Kenzoline Oil Co., 621 Rialto Bldg., Chicago, Ill.

IF YOU DON'T (We do)
Like the L. A. W. BULLETIN, try

GAMELAND,

The tourist wheelman's illustrated magazine. **TRY IT, ANYHOW.** It costs One Dollar per year. L. A. W. members can have it for fifty cents—half price, — provided their membership number is given when subscribing. Send for a free sample. L. A. W. 95,031 publishes it.

GAMELAND PUBLISHING CO., 277 Broadway, New York.

HOW BICYCLES ARE MADE
Tools and Processes.
AMERICAN MACHINIST,

256 Broadway, New York.

Publish more matter on this subject than any other publication. Write to them

Road Rights and Liabilities of Wheelmen

By **GEORGE B. CLEMENTSON.**

Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities and towns, for injuries to wheels and wheelmen. The liability of wheelmen for injuries to others. This book cites about 350 cases, and is a carefully-written law book. One volume, pocket size. Price, paper, 90c.; cloth, 75c., sent postpaid on receipt of price.

Address, STERLING ELLIOTT, Boston.

DEFECTIVE cycle paths are real "traps," for everyone expects them to be kept in repair. A wheelman wishes us to "drop a gentle hint to wheelmen who build cycle paths and ask that they keep paths rideable. Riding west from Albany recently, I rode on the cycle path at a moderately good speed. In going down a sharp declivity, immediately at the bottom was a very deep rut and rather wide. I saw it too late to stop. The result was that I broke my lantern-bracket off. Had it been a light-weight wheel, I probably would have broken the wheel."

The best part of the bicycling year is at hand.

DON'T sponge your enjoyment. The L. A. W. means Good Roads. Are you a member?

VERMONT'S State Board of Commissioners is now going to decide on the best plan of building roads and push the work of improving the highways of the State.

THE Italian racer, Carralato, who has won \$2,000 in cycle races, has given his winnings to a charitable institution recently established by his mother. Up to the hour of going to press we have heard of no American racer following the splendid example.

EXERCISE mends the blood. The blood mends everything.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as the manufacturer.

Handle-Bars.

The Kelly Handle-Bar Company, Cleveland, O., is sending out printed information regarding their goods, in which they tell all about handle-bars.

Bicycle Chains.

The Morse Mfg. Co., Trumansburg, N. Y., has issued a pretty little catalogue of neat half-tones and good printing, describing the Morse roller-joint chain.

Cyclometers.

The Veeder Mfg. Co., Hartford, Conn., issue a neat catalogue, describing the "Veeder" cyclometers.

Luthy.

Luthy & Co., Peoria, Ill., issue a neat 12-page catalogue describing their \$150.00 wheels. The cover of the booklet is a neat design in gold.

THE right kind of exercise is the best kind of rest.

ASPHALT AND ITS USES.

BY COL. F. V. GREENE, NEW YORK CITY.

Of the use of asphalt in foundations, two very interesting examples are given by W. H. Delano, in a paper read before the English Institution of Civil Engineers in 1880. One was the foundation of a rock-disintegrator, running at a high rate of speed. It was first built upon a foundation of ordinary concrete. On the opposite of the street was an establishment for painting on glass and china, where fine grades of work were required. The vibrations from the disintegrator were so great that the business of the glass painter was rendered impossible. He threatened suit for heavy damages, whereupon

stone and 40 of gritted asphalt mastic. It was tamped between wooden frames, secured by iron cross-bolts, and these bolts were left in the material. An equally good concrete can be made with asphaltic paving cement, mixed with two parts of sand and four parts of stone in an ordinary concrete mixer. It is believed that such a concrete, with a thin facing of steel, would make a very tough and durable wall for fortifications.

Of all the uses made of asphalt by far the most important is the paving of roadways.

During the last twelve years, upwards of 3,500,000 square yards of genuine asphalt pavements have been laid in the United States. They extend over a length of more than 200 miles, and are used daily by probably 50,000 vehicles. The cubical contents of the asphalt surfaces are over 7,000,000 cubic feet. With their foundations of concrete, the total contents are nearly 23,000,000 cubic feet and weigh a million and a half tons. The great pyramid of Cheops is not quite four times as large. It is supposed to have occupied the labor of an army of men for one or more generations, and has been the wonder of the world throughout recorded history. It is significant of the resources of the nineteenth century in mechanical appliances that an equal amount of material could now be handled in a few years, in a single industry, without attracting any attention.

The city of Buffalo has now the distinction of possessing more asphalt pavements than any city in the world, though the combined area of the asphalt and the tar pavements in Washington is still greater by about 50 per cent. The area of asphalt here is 1,000,248 square yards, extending over a length of 51 miles, more than the combined area of all the asphalt roadways in Europe.

The form of construction which has usually been followed is a rigid foundation of ordinary concrete, six inches thick, on which the asphalt wearing-surface is placed. In some instances, the foundation is of bituminous concrete. Each form of foundation has its advantages and disadvantages. The ordinary concrete has an excess of strength for the purpose, and the bituminous concrete is doubtless strong enough. With ordinary concrete, the bond between the foundation and the wearing-surface is not very great; hence, it is very easy to strip off the surface in case repairs are necessary; but, on the other hand, the surface sometimes slips on the foundation, and, under traffic, rolls into waves and irregular surfaces, and sometimes cracks with sudden and great changes of temperature. With bituminous concrete, the foundation and wearing-surface are united into one mass and cannot easily be sepa-



VIEW OF ASPHALT PAVEMENT ON SUMMER STREET, LOOKING FROM DELAWARE AVE., BUFFALO, N. Y.

the foundations of the disintegrator were removed and rebuilt in bituminous concrete. The result was entirely successful, the vibrations becoming imperceptible. The second case was the foundation of a large trip-hammer, weighing forty-five tons, which was erected at the Paris Exposition of 1867. In order to reduce the concussion, this was built in bituminous concrete, and with entire success. At the close of the Exposition, the concrete was so tough that it was found impossible to make any impression on it with a pick or chisel. As blasting was not permitted, the foundation had to be left in position, and it is believed to be still there.

In all of these cases the concrete was made from the mastic cases described under the head of Bituminous Limestones in the preceding portion of this paper. The proportions were 60 per cent. of broken

rated. Repairs are more difficult, but waving and cracking are less frequent. The bituminous concrete is less expensive. As it is not exposed to the atmosphere, coal-tar residuum can be used in place of asphalt as the cementing material, and a strong concrete can be easily made by simply spreading the stone, compacting it with a roller and pouring hot tar over and into it. It is not generally known how strong such a concrete becomes with age. As an example, I may cite a case which fell under my notice in Washington some years ago. I was driving over such a pavement one day, when I noticed a small hole, about the size of a horse's foot. On probing it with a cane, I discovered that I could not touch the bottom. I immediately had the pavement opened, and was astonished to find a cavity about twenty by forty feet in extent and from four to five feet deep. The earth from this had been washed into a defective sewer; and it must have taken months, if not a year or more, for this to occur, for the hole in the sewer was quite small. During all this time the pavement was simply a concrete arch, six inches thick, and having a span of about twenty feet; and yet it had sustained the traffic until finally a horse broke a small hole in it. The traffic was infrequent; but at times heavy ice and coal carts passed over it. The pavement was about ten years old.

Whatever the form of foundation, it is desirable that the surface should be cemented with asphalt without the use of any product of coal tar. The reason for this has already been given, viz., that the products of coal tar are subject to oxidation by the atmosphere, which in time renders them brittle and friable and devoid of any cementing qualities. The asphalt of Trinidad is not subject to this defect, for the reason that it has been exposed for centuries to the burning sun of a tropical climate, and the atmosphere can have no further effect upon it. It is a stable compound, and its cementing qualities are proof against any atmospheric influences. I am aware that one of the pavements in Washington, in which the cementing material was a mixture of tar and asphalt, has proved successful after fifteen years' use. But, on the other hand, of other pavements laid by the same parties, at the same time and under the same specifications, some had to be resurfaced with asphalt after a few years' use and others are now in a deplorable condition.

With the asphalt as a cement is combined the proper proportion (about 7 to 1 by weight or 4 to 1 by volume) of fine, sharp sand, ranging from one-twentieth to one one-hundredth of an inch in size. The two materials are thoroughly incorporated by suitable machinery at a temperature of about 300° F., and the plastic composition is taken to the street while still hot, spread on the foundation by means of hot iron rakes and compacted by tamping and rolling. The result is a compact, durable sandstone of fine, uniform grain, with a slightly granular surface, the advantage of which will be subsequently referred to. The bituminous nature of the cement makes the stone somewhat elastic, or, more

properly speaking, ductile, and enables it to resist the heavy blows of horses and wheels without breaking. A rigid pavement of Portland cement-concrete, recently tried in New York, lasted just five months before it was removed. The first holes appeared in three weeks.

Of the various compositions for roofing or paving, in which asphalt or coal-tar residuum is the cement, the name is legion. A digest of the patents for these compositions, issued about twenty years ago, shows several hundred of them. It is not believed that any of these patents had any value. The virtue of the composition depended on the quality and quantity of the asphalt or the tar used, and all the other substances introduced (except the sand which formed the body) were useless or worse. In the asphalt pavement the specifications have usually called for a certain amount of powdered limestone to be mixed with the sand. This was used mechanically, not chemically, for the purpose of filling the voids in the sand, absorbing the free asphalt in the voids and making a more compact and homogeneous compound. All of this can be accomplished by the sand itself, if part of it is sufficiently fine.

I have referred to the granular surface of the Trinidad asphalt pavement. The importance of this is very great in affording a foothold to horses and diminishing the slipperiness which any uniform surface must have to a greater or less degree. By passing the finger over two samples, one of the natural bituminous limestone (or French asphalt) pavement and the other of the artificial bituminous sandstone (or Trinidad asphalt) pavement, the difference is very noticeable. It is the difference between fine sandpaper and polished marble. The difference in practice was shown by careful comparative tests, made in the Autumn of 1885, on two pieces of the respective pavements on the same street in New York. Out of a total of over 36,000 horses passing in six days, five fell on the Trinidad asphalt (sandstone) and ninety-five on the French asphalt (limestone). A series of comprehensive tests was made at the same time on different pavements in various cities in the United States, which showed that under all conditions of weather and climate fewer horses fell on asphalt than on stone pavements, confirming the result of similar tests previously made by Colonel Haywood on the streets of London.

The pavements which I have just described are not the only pavements in which asphalt is used. Having an unbroken monolithic surface they (in common with the pavements having a similar surface in which coal tar is used as the cementing material) have sometimes been called "sheet" pavements, to distinguish them from "block" pavements made of asphalt. The latter are made of crushed limestone, in size from $\frac{1}{4}$ -inch to dust, mixed with ten per cent. of asphalt-cement. As the mixture leaves the mixing apparatus it passes into a press not unlike a brick machine, and is there moulded and compressed into blocks 4 x 5 x 12 inches in

size. These blocks are cooled and can then be handled at any ordinary temperatures. They are laid on the street, in the same manner as stone blocks or bricks, to form a pavement. They have the advantage over any monolithic or "sheet" pavement of being made at a factory, whence they can be transported to the point where required and laid by ordinary paviors without the aid of skilled labor, whereas sheet pavements require special machinery and skilled labor in each city where they are laid. The asphaltic blocks are also much smoother and less noisy than stone block pavements, and they are practically water proof, because the joints are so narrow that, under the sun's heat and the traffic, the asphalt cements the blocks together. On the other hand, they are less durable than the other pavements named.

It has been found impossible to use sand in the manufacture of these blocks, as it cuts the moulds. Hence, limestone is used to form the body of the block, and this wears rapidly under heavy traffic. On residence streets, however, where travel and traffic are light, they have given great satisfaction, and more than 500,000 yards, or about twenty-five miles, of them have been laid during the last ten years.

In conclusion, I trust it will not be considered out of place if I call attention very briefly to some of the merits of asphalt pavements and their effects upon cross-city transportation. I shall not speak of the comfort of driving over a smooth uniform surface, or of the advantage to health of a pavement which has no joints to collect street manure when it rains, and then blow it into our lungs with the next sunshine and breeze, or of the saving of wear and tear on the nervous system by getting rid of the "mighty roar" of stone pavements. These considerations are quite well understood, and it is generally considered that an asphalt pavement is an agreeable luxury for residence streets. It is not so well known that the cost of maintenance is a mere function of traffic, and that where the traffic is heavy and the cost of maintenance apparently large, the corresponding saving in traction force and in wear and tear of vehicles is still greater. The statistics and figures necessary to establish this fact are too long and complicated to be given here. But it is susceptible of direct proof that if we count the cost of paying any large city, like New York, for example, with asphalt, and maintaining it at the cost shown by years of experience under varying weights of traffic, and then count the saving in the cost of transportation and wear and tear of vehicles, it will be conclusively shown that the saving effected is very nearly three times the cost. This will not appear so remarkable when it is remembered that the transportation through the streets of New York is something over 40,000,000 ton-miles per annum, costing over \$15,000,000, and that the repairs of 30,000 vehicles and the shoeing of its 40,000 horses cost nearly \$4,000,000 in addition per annum.

The force that draws one ton over a stone block

pavement can draw three tons over asphalt, and the cost of repairs of vehicles and horses can be reduced about one-quarter by the use of smooth pavements. The saving thus effected in both directions runs, as will be seen at a glance, into the millions of dollars per annum. When these facts come to be more widely known it is not improbable that smooth pavements will cause a revolution in the methods and cost of transportation within cities, second only in importance to the change effected by railroads in transportation between them.

[The foregoing extract, and one other which appeared last week, are from a paper read by Col. Greene before the American Institute of Engineers.]

GOOD ROADS IN PENNSYLVANIA.

Prof. Hamilton, Deputy Secretary of Agriculture, has mailed to all the supervisors of roads in Pennsylvania circulars pertaining to public roads, in the hope of securing information which will enable the formulation of legislation for the consideration of the next legislature calculated to greatly improve the road system of the State. The number of supervisors in the several townships is about 4,500, and about nearly one-half of these have already replied to the questions contained in the circular sent them:

How many miles of road are there in your township?
How much of this road is piked?
Are stones abundant?
What kinds do you have?
Does your township own a stone crusher?
Does your township own a road machine?
Does your township own a roller?
Do you use a harrow to level ruts?
How many mills of road tax do you levy?
Should the road tax be paid in cash?

Prof. Hamilton is much gratified in the interest exhibited by the supervisors in the improvement of the public roads, as evidenced in their replies, and believes that the plan adopted by him will result in a big step toward better roads. A particularly gratifying circumstance is the statement made by probably two-thirds of the supervisors addressed, that they are opposed to working out the road tax and in favor of having improvements paid for in cash. If the latter plan were generally adopted, according to the testimony of many supervisors, there would be possibly a material reduction of the tax to keep public roads in good condition. The answers to the inquiry show that the number of stone crushers and stone rollers is small.

In a circular to managers of farmers' institutes, Prof. Hamilton says the afternoon session of the second day of the institute shall be devoted to the subject of "Good Roads."—*Pittsburg Dispatch*.

A CHICAGO member writes regarding road signals as follows: "We are not supposed to be steam engines, etc., but just plain, every day human beings with a voice; and when I want to give a person a signal I just 'holler,' turn a little to the right, (if I pass him) or if he doesn't turn to the left when we meet I just tell him to please turn to the right, etc. I think these are about the best signals in use, and everybody can 'learn them in one minute.'"

A WHEEL TRIP IN YELLOWSTONE PARK.

In the rose-scented days of a month ago, I found myself one bright morning in the city of Livingstone, Montana. Away to the west the snow-capped top of the Rockies glistened in the sun like silver-tinted "thunder head" clouds. The rails of the Northern Pacific road branch here, one leading straightway to the west, the other angling to the south and leading to the Wonderland of the World, "the Yellowstone National Park." It is fifty-one miles to Cinabar, the terminus of the road, and for "two bits" the wheel was checked to this point, and the writer, in a palace car, passed through the gate of the mountains into Paradise Valley.

The banks of the Yellowstone river are running full of green-hued water, and the slopes of the mountains are green and brown with golden grain almost to the snow line, as the train races along through Yankee Jim's canon, where the track is but a glint of steel, with mountain bluffs to the right and a rushing river of foaming water far below on the left.

Emigrant Peak, nearly 11,000 feet above the sea, seems to stop the way, but we slip by and around the curve to come full face to the "Devil's Slide." 'Tis said the devil lived in this locality before he located in Chicago. Anyway, his slide is here. In the hurry of making the world one of the mountains was turned up sidewise, a great strata of flint and granite set on edge from the river side in the bottom of the valley, to the mountain top, far up in the clouds. Between two of these ledges is a stratum of red rock, worn smooth as polished glass, nearly a mile in length, red as coals of fire. What fun the imp must have had on that slide; no cold feet or frosty nose. I wonder did he sit down in his native garb, or did he use a toboggan? Anyway, he slid, and the slide is there yet. But all too soon comes the end of the route; the wheel is pulled out of the car and the edge of the park is reached.

The "biled shirt" is packed away and the grip sent by coach to the hotel in the park. Clad in wheel suit, with strong shoes, a start was made. Three miles of gradually-ascending roads and Gardiner city, queer, and quaint and quiet, was reached.

A jolly lot of cowboys lined up along the refreshment stands, but I did n't stop to treat. The winding road lead me along a roaring stream of rapids and cascades until, for some to me then unknown cause, my wind gave out. There is a growing pain beneath my ribs that makes me dismount and push

the wheel up and up, until I am nearly bushed, before the Mammoth hot springs are reached, 6,215 feet above the sea. Here Uncle Sam's boys "hold the fort." Two companies of soldiers guard the park, and everywhere they are present. Were it not so, the devastating hand of man would desolate this wonderland. Here that inevitable sign of the white man's civilization, "the jail," with its iron latticed windows, warns the scorcher to keep off the grass, but only figuratively, for vegetation is scarce about the hot springs, except on the slopes of the mountains about.

From Cinabar, through the park, the government has graded 170 miles of road and is adding more each year. From the Mammoth hot springs the road leads south to the Norris basin, twenty miles, thence it forms a loop circling a land of wonders. From the hot springs the road gradually climbs the mountain for a couple of miles, then becomes so steep that one must walk until the Golden Gate is passed. The last mile of this road cost \$14,000 to build. There is room for teams to pass each other, but that is all. Upon the right hand the golden yellow walls of rock rise abruptly hundreds of feet in broken masses. They overhang the roadway, while on the left, far below, the mad river rushes down the cliffs. The sun glistens in fierce rays upon your head as you toil along upward through the Gate, for the road leads between the cliffs and a giant granite rock, standing alone by the roadside, a hundred feet high and ten feet square.

Suddenly, as you turn an angle, a cooling blast sweeps down the gorge, bringing the fragrance of a



SPRING CREEK CANON, YELLOWSTONE PARK

thousand wild flowers to delight the senses, and then you emerge full upon the plain. 'Tis early morning; the sun that warmed the canon is now behind the mountain peak. All the plain is decked with bloom, the most wonderful collection of plant life in the world. The road runs in winding stretches,

level and smooth, away to the south. On the right is a lake of pure water, with flocks of wild fowl and deep snow banks along the borders. Along the left is the rollicking stream with hiding holes for trout—and they are there in countless schools—and there an elk, aroused from his breakfast of tender grass, dashes away from the brookside, and seeks for shelter and safety in the distant timber.

The air is bracing, the blood tingles in one's veins. The plateau is surely "God's country," and you stretch yourself upon the ground and drink from one of "God's rivers." Then the wild flowers! Yes, wild indeed. They are there in colors as countless as the stars in the midnight sky. Some are old friends, some are rare acquaintances, and many more are strangers that you gather in your embrace, pin them to your shirt in handfuls, tie them to your handle-bars in clusters, deck your wheel with Nature's rarest blossoms. Kneel and kiss the others good-by and mount your wheel and spin away along the winding road. Oh, the delights of that twenty-mile run,—the grand snow-topped mountains, the fragrant plains, the sparkling waters, the birds, the animals, the flowers! Had I "met up" with Mother Eve then, indeed, would I have been in Eden.

Along an avenue of trees, the roads,—which are good,—with grades and curves enough to fascinate, soon lead to Beaver lake, quiet, in the valleys. Then to the left that great mountain of jet black glass, Obsidian cliffs, looms up hundreds of feet high, and next Twin lakes,—one a lovely green, the other a somber black—two sisters, one in bridal garb, the other in deep mourning.

And just beyond a group of tents suggested that my appetite for things of earth had come back. A dinner for a dollar, and I got all I paid for; then, as if some magic had turned the leaf, out of the valley came smells of that other country that has been a standing menace to bad boys from time immemorial. Jets of steam raising in the air lead one down the road and suddenly you are in the midst of the grandest group of boiling springs in the world.

The smell is of the infernal regions. Spouting geysers of crystal water, boiling hot, boiling springs of purple, yellow and green waters are on every side, while the "Black Growler," a hole two feet in diameter, sends out a rush of steam, continuously, that can be heard four miles away. Yet to tell of these wonderful springs would be to write a book.

Awestruck with the mystery of the world, we moved along with hot water, smoke, steam, hissing noises and bad smells on every side. I am more convinced than ever that there is some one below, stirring the fires, and I am going to look out and move out of this uncanny spot. Along the Gibbon meadows and the Gibbon river, clear as crystal,—which latter thunders along through the timber-clad mountains, making a leap in one place of more than a hundred feet,—the road winds along the hillside down grade for miles, the roaring waters washing the border of the road. Here, in the midst of Nature's grandest efforts, a storm broke loose, the rain fell, the lightning flashed, and thunder roared and crashed upon the mountain side, until the writer, who had found shelter under an overhanging rock, began to figure up his life insurance. Then the storm cleared away. Having gone down hill several miles to cross Gibbon river, I began the climb again, mile after mile along winding hillsides, yet so gradual that very little walking was necessary; then along the summit of the mountain, with elk, antelope and deer in sight every few minutes; then down another long slope until the Madison river is reached; then for miles along an enchanted stream. 'Tis but a step from the roadway to the water, a wide, deep, beautiful river full of fine fish. The road is smooth, and all too soon this stream is lost, the road leading over a slight rise, then to Fire Hole river and the Lower Geyser basin, where boiling springs,

geysers and paint pots make a story by themselves. But I must stop to remark that this would be an ideal place to conduct a political campaign, there is so much mud throwing—all kinds of mud, red, pink, purple, black and gray; it bubbles and spurts,



TOWER CREEK FALLS, YELLOWSTONE PARK.

but rubs off when dry. The spouting geysers, the hundreds of boiling springs, the paint pots of various colored mixtures, the bluish flames of hot gas, and the clouds of steam emitting smells of sulphur, warn the wicked to move on.

For miles the road leads through these marvels of the world until the Upper Geyser basin is reached, and old Faithful greets you with a spout of crystal water a hundred feet high. The giant roars a welcome. Almost countless boiling springs are on every side.

In the Upper Geyser basin is a modest boiling spring of pure water. A small stream runs from it down the marble-like slope to the Fire Hole river. It is called the Chinaman. A few years ago, when the tide of travel first turned to the Yellowstone, a Chinaman brought in an outfit and started a laundry, putting up his tent over the boiling spring. It occurred to him that a little borax might help to cleanse the clothing brought to him, so he threw a pound or two into the spring. There must have been some Irish about that spring or else it didn't want borax in its laboratory, for it kicked at once, though it never had before. A column of hot water shot up, carrying tents, tubs and laundry with it, and they floated down the hillside to the river. The Chinaman stopped running at the Golden Gate.

The road leads out through the pines, and a start

leads to the divide, and a small lake under an overhanging cliff of ice, snow and rock. To this lake there are two outlets,—one to the Atlantic and the other to the Pacific. 'T is said that trout from the Pacific have passed through this and other waterways from the ocean to the lakes and streams in the



ISA LAKE, CONTINENTAL DIVIDE, YELLOWSTONE PARK.

valleys of the Rockies and thence to the Atlantic.

It is a perfect wheeling road that you traverse for miles after passing the divide. There are only a few strips of sand or steep places where one must walk. Almost at every step animals and birds are

seen. From a mountain-side cliff along which the road winds, the first glimpse of Shoshone lake is caught away off to the right twenty miles, then comes into view Yellowstone lake, hid away in the midst of snow-capped mountains from 8,000 to 11,000 feet high. It is fourteen miles wide, twenty miles long and 7,700 feet above the sea. The past fifteen miles has been through grand parks, along enchanting streams and meadows, and over roads lined with rarest wild flowers that fill the air with perfume. The road winds about, every turn opening up magnificent views, until one's brain seems swimming in a sea of fancies. A group of white tents on the bank of the lake, with the smell of roasting beef, broiling trout and coffee, calls one back to life.

The wheel is set against a tree while a dinner is stowed away, and then rest on the grassy slopes in the balmy breezes that ruffle the green waters in the midst of God's grandest hills.

From the rocks along the bank, trout and other



GRAND CANYON AND FALLS OF THE YELLOWSTONE

is made for Yellowstone lake, sixteen miles away. Again the mountain road becomes too steep to ride, and we dismount and push our wheel up the winding hill, until the summit is reached, then away through forests of pine on an enchanted road that

fish can be seen, and are caught with the fly. There are more hot springs and soda cliffs along the shore, some of these boiling, hot water fountains in the very edge of the ice cold lake.

From this point there is a fine road for eighteen miles skirting the lake. Also, there is a small steamer that will convey you to the other side. Both ways are tempting and it is hard to decide,

sunsets. Is there in all the world so grand a spot?

There are two reasons for dismounting from the wheel. First, one must halt to fully appreciate the glories of the place, and, second, there is a climb of a thousand feet to reach the hotel, and up a grade steep as a mountain side. At the hotel a brook trout, hot from the broiler and as large as the platter, is set before one. A good dinner and a good

bed followed the day, and the next day to come finds one still fascinated with the magnificence of the scene. Another day, and the wheel is pushed three miles to the summit of the range, then five miles of good road over what was once, maybe 10,000 years ago, an extinct volcano. It still smells of the lower regions, and some day may break loose and tear up the road, catching some unlucky wheelman and turning him into a real, genuine scorcher.

At the edge of the Plateau of Desolation the head waters of the Gibbon river is reached, and we amused ourselves by catching grasshoppers for the schools of fish that lived in every pool. A single hopper thrown upon the quiet surface

of a shady pool in an instant transformed it into a boiling current of hungry trout.

For three miles the road leads down the mountain past the Virginia Cascades, the road too rough to ride part of the way, then good wheeling except in a few places, back to Cinibar, thirty-five miles. One hundred and seventy-two miles had been made on



FETTERED TREES, YELLOWSTONE PARK.

but sitting on the deck of a steamer is easier than sitting on a wheel. That settles it, and soon we are on the craft for a ride on waters that are magical with their green hues and shadows of the giant mountains. It is 4 o'clock in the afternoon when a landing is made at the Yellowstone hotel, a tempting place to stop for the night. But in that latitude there are six hours of daylight still in which to make the seventeen miles to the Grand canon. The roads are fine and a start is made. The scene changes from the lake to a winding road skirted by trees and following the river. The river at this point is a half mile wide, a restless torrent of ice-cold water. Wild fowl are in every bay and eddy.

Soon Mud volcano is reached, a grewsome mess sufficient to make mud pies for all the world. Then across the Hayden valley, the winter home of countless thousands of elk, antelope and deer. Then the wheel gradually climbs Crater hill to the wonderful Chrome springs—all the time the river is as close as a brother,—now quiet, now whirling in pools of foam, and dashing through gorges like a country boy away from home. It grows wilder each moment, until with a plunge it breaks through the cliffs, hundreds of feet high on each side, and for twenty miles it is but a vision, a wild, untamed spirit, rushing through canons that hold the crimsons of a million



GIBBON CANON, YELLOWSTONE PARK.

the wheel, less about fifteen miles of walking up and down hill. Were there any mistakes? Yes, two of them. The wheel bucked one day and a header was taken down the hillside, and a bruised knee and torn trousers resulted, requiring the service of sticking plaster and a tailor.

Another time, the road being good and winding

down hill around the base of a mountain, the wheel was fairly spinning along, when around a curve not twenty feet away was lying in the track a large black bear. There was every indication of a collision head-on, and the wheelman thought he would be telescoped. He yelled, then jumped, rolling over several times in the rose bushes, by the roadside. The wheel shot ahead. All this time the bear was "a humping of himself" to get out of the way. I don't know what he thought, but he went up the side of that mountain like a bounty jumper going to Canada. The wheel came out of the circus all right, but the rider had to take off his shoes to find his collar button.

C. E. BELKNAP.

GRAND RAPIDS, July 24, '96.

HURRAH FOR THE FARMERS!

Many of the teamsters and farmers throughout the region are talking of forming an organization to adopt resolutions and also collect subscriptions, which are to be used in compelling the various supervisors to furnish better roads. It is stated that many of the roads are in a miserable condition.—Shenandoah (Penn.) *Herald*.

FULLY 100,000 people viewed the great bicycle parade in San Francisco, on the evening of July 25. It was the greatest "Good Roads" event in the history of that city, and the 5,000 wheelmen in line was a most impressive object-lesson, showing the strength that is back of the demand for better roads and better streets.

SYSTEMATIC road-building must be adopted in Mississippi if the full development of the State is brought about, and there is no better time than the present to begin earnestly to enlist volunteers for the campaign of education.—*Senatobia* (Miss.) *Democrat*.



A "DECORATED" BICYCLE.

At a bicycle parade in Hudson, Mass., one of the riders fixed up his wheel as above. The idea so touched the heart of the L. A. W. BULLETIN editor that he gives it here as a suggestion to others who may wish to use it.

THE Wisconsin Division has issued a new road map.

EVERY prominent match-maker in America, except Cupid, belongs to the trust.

THE EVERY-DAY POET.

NIXON WATERMAN.

I AIN'T very much of a poet;
I can't soar so awfully high;
I'm kind o' low-gear'd and I know it,
And hev to keep out o' the sky.
And so while my star-gazin' brother
Kin tickle the gods with his pen,
I josh along somehow or other
And jes' keep a-writin' fer men.

I know 'at he 's blissfully dwellin'
With gods and emperian springs,
While I'm down here simply a-tellin'
O' plain human bein's and things.
Yit while he's up yender inditin'
His loftier songs, I hev found
I do what I call my best writin'
With both of my feet on the ground.

I never hev tackled a sonnet;
I couldn't write one ef I tried,
And put all the folderols on it
Without gittin' somepin' inside.
Fer I understand ef you fix it
To sell to a big magazine.
You've got to so fuzzle and mix it
'At no one kin tell what you mean.

My mind ain't ferever a-strayin'
Through sorrowful caverns o' fog;
I've got a good place and I'm stayin'
Right there like a bump on a log.
I know I'm too cheerful to "strike it;"
I ain't got no "study" ner "den;"
I live with my folks and I like it,
And jes' keep a-writin' fer men.

WE HEAR a great deal about the busy wren, but the yellowhammer does a driving business.

IT IS believed that some of the bicycle bell ordinances are not *sound* law.

How can the ones who clamor for a lantern ask for anything *tighter* than a 20-pound bicycle.

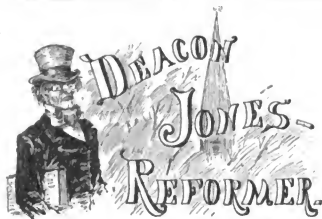
BASEBALL and bicycling are both enjoyed on the diamond.

THE man who plans evil things is in a gilt frame of mind.

"RESERVED for Bicyclists" is no longer an unusual notice.

THE United States consul at Nicaragua declares that "Four hundred bicycles in Nicaragua would bring about more wagon road improvements in five years that have been made during the country's four hundred years of civilization."

THE bicycle is now being so extensively used by the staff at the United States Capitol, in Washington, that it has been found necessary to provide storage accommodation for the machines. For this purpose the old crypt, under the rotunda, originally built as a tomb for Washington's remains, has been brought into requisition. Well, by George! What won't the bicycle do yet?



JOE LINCOLN.

Old Deacon Jones, of Hawville,
Is a mighty moral man,
When there's reformin' going on
He's right up in the van.
He's Chief of the Good Templars,
And agin the "weed" precise,
And he's boss of the Society
For the puttin' down of Vice.
His talk is all morality,—
He's preachin' every minute;
The Sunday school can't do a thing
Unless the deacon's in it.
He closed the library Sundays,
Made the billiard room shut down,
And he headed the petition
That drove "bloomers" out of town.

Up to the city, t'other day,
I chanced to take a look
At some bills outside a theatre,
Advertisin' the "Black Crook."



Them bills was just outrageous,—
They shamed me right clean through,—
When—by thunder! there was Deacon Jones
A lookin' at 'em, too.

And I'll bet yer he's agoin' to start
Reformin' of that show,
'Cause I saw him buy a ticket for
The orchestra—front row.

THE WAR GOES MERRILY ON.

The L. A. W. BULLETIN, which is the recognized leader in the battle against the great American theatre hat, is happy to report the following from New Orleans, as detailed in *Harpers' Weekly*:

"What is an opera bonnet? is likely to become an important issue, social and political, in New Orleans next fall. The Louisiana legislature, which adjourned July 10, settled a disputed gubernatorial election, called a constitutional convention, framed a new charter for New Orleans, modified the suffrage, and did more than any previous legislature in fifty years; but all these matters were of small popular interest or concern compared with the high-hat bill passed by it, prohibiting women from wearing hats at theatres. The State House was crowded on the day of the final passage of the bill, the audience the largest of the session, the most resplendent in beauty and dress, and the oratory the most brilliant. Senator Fenner, of Orleans, who led the fight for the women and antagonized the law as frivolous, succeeded in getting in an amendment allowing the wearing of opera hats and aigrettes. It is this amendment which has caused all the trouble and threatens confusion at the theatres in the fall, for neither the laws nor the dictionaries give any definite and fixed idea of what an 'opera hat' is. The milliners of New Orleans interviewed on the subject declare that an opera hat is one which fits close to the head, and is without brim, but that it can be trimmed or decorated in any way its owner wants, so that there is no reason why it should not be as high as a bonnet of the Marie Antoinette type. It is proposed that the milliners agree as to a type of feminine head-gear, to be known as the 'standard opera bonnet' to be worn next winter, for if the selection is left to the preferences of each woman, the aim of the law—to allow theatre-goers to see the stage—will be defeated. But it is recognized that even this is not likely to occur without a woman's war."



It is the intention of Humber & Co., America, Limited, to establish during the fall of 1896 a branch retail depot in every prominent city of the United States. Applications for the position of Manager for each city will be received until September 15. Salary and percentage on sales will be given desirable men. Applicants must state general business experience, (experience in the cycle business not a necessary requisite.) Satisfactory references as to character, reputation, business and social connections, capabilities, and business diligence, together with bonds, will be required of each manager.



GOOD ROADS ARE NEEDED.

Every individual in this country who owns a horse or bicycle has an active, living, personal interest in good roads, says the *New York Ledger*, but the apathy with which many of them regard the subject is only another example of how "use doth work a habit in a man." At present many roads are in a frightful condition because of the narrow tires that cut up and grind out the country thoroughfares. Property owners shrink responsibility because it takes money to improve the highways, and many of them are so given to procrastination that they cannot bring themselves to take anything in hand that demands immediate attention. In addition to this, most of their wheels have narrow tires, which in itself is quite enough to paralyze some at least of the efforts toward reform. There is no more urgent need in this country than strict attention to the condition of the roads, for a smooth hard surface means larger loads, greater ease for the team and much comfort for the driver. Bad roads are expensive and annoying, and the only wonder is that communities are not sufficiently alive to their own interests to put the highways in order without the interference of State or national authorities.

CONVICTS AND THE ROADS.

The employment of convicts in the construction and repair of highways is, in some portions of the country, apparently solving one of the problems of the day — how to provide good roads at the minimum expense. It is also urged that such employment of convicts reduces the competition between convict labor and free labor to the least objectionable form. In an address delivered at the Southern Industrial Congress, held at Augusta, Georgia, in 1894, Hon. Roy Stone, of the Office of Road Inquiry, Department of Agriculture, said that an important practical step in general road improvement is to make the best possible use of convict labor in road building, a step in which the South is much ahead of the North. Mr. Stone, speaking with the authority of an expert in such matters, gave it as his opinion that State prison convicts could be best employed in quarry camps or gravel pits, where they can be guarded and secluded as easily as in prisons,

and that county prisoners could attend to the grading and other preparatory work. Where rock is plenty sufficient material could be produced to macadamize the roads, and, "in addition, furnish ballast for the railroads as a consideration for their giving reduced rates on road materials." A Georgia civil engineer, contributing one of the bulletins of the Federal Road Inquiry Office, suggests that the road question and the convict labor problem can be settled through the employment of convicts on the roads, that the maintenance of the highways is "the only satisfactory adjustment of the weighty problem of the proper disposition to be made of prisoners."

In Tennessee a road law was passed in 1894, by which all persons confined in county jails or workhouses are available to the Road Commissioners for the purpose of working on the public highways. In 1893 the New York Legislature authorized the Superintendent of State prisons to employ three hundred of the convicts of the Clinton State prison in the improvement of the roads within a radius of twenty miles from said prison, the prison warden to designate the sections of roadway upon which the men shall work, the State engineer and surveyor to fix the grade and direct the manner in which the work shall be done.

In South Carolina what is known as the county "chain gang" system is in operation in the improvement of the roads. In its issue of June 12, the *Charleston News and Courier* reports that there are about thirty counties with chain gangs, and that a force of about six hundred convicts is at work on the highways. A number of the counties have invested in road building machinery, which, the *News* says, they would not have bought in a decade had it not been for the necessity of supplying the chain gangs with appliances that would make their work effective. In some of the South Carolina counties the commissioners have entered upon systematic road construction and are gradually macadamizing the main highways. The system is reducing the population of the State penitentiary, for the reason that all convicts sentenced for more than two years are assigned to road work in the gangs. The general experience of the system has been that it could be used to advantage. — *Gazette*, Pittston, Pa.

IF EVERY newspaper in the land would do the amount of intelligent "Good Roads" pushing the Milwaukee (Wis.) *Sentinel* and other papers of that city do, the battle would soon be won.

THE Des Moines (Ia.) Good Roads club is planning to build a number of bicycle paths in and about that city.

THE New Hampshire State Board of Agriculture, to which the last legislature referred the subject of improving the State highways, has determined to recommend to the legislature that an appropriation be made for the improvement of highways and the establishment of a State system of roads.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and moderate in price. It is of celluloid, steel bound, and exhibits both sides of the ticket without exposing it to wear. It will be sold for ten cents.

RACING BOARD

The practice of paying certain professional riders a bonus for their appearance at race meets is believed to be a distinct detriment to the sport and calculated to ruin the business both of the men and of the promoters. Race promoters, therefore, are required to enter into an agreement that they will pay nothing whatever, except in prizes, for the appearance of any rider. Failure to live up to this rule will result in prompt withdrawal of sanction, and demands for money for appearance by riders themselves will be treated under rule 27, track rules.

Suspended Pending Investigation.

George Boyer, El Paso, Texas.
Burt Gibson, Rockdale, N. Y.
H. J. Parker, Rockwell's Mills, N. Y.
Howard Armstrong, New Berlin, N. Y.
Walter Price, Stamford, Conn.
W. C. McCready, Boston, Mass.
George L. Rates, Springfield, Mass.
W. A. Conlin, C. A. Keating, Ayer, Mass.
C. A. Lundgren, Milford, Mass.
Victor Eckler, Worcester, Mass.
L. N. Goodell, Westfield, Mass.
Samuel Thompson, Pendleton, Oregon.
Kahn Fleicher, Pendleton, Oregon.

Sanctions Granted.

Sept. 2—Ashland Fair Company, Ashland, O.
Sept. 7—Women's Industrial and Educational Union, Youngstown, O.
Oct. 12 to 24—Dallas Cycle Park Company, Dallas, Tex.
Sept. 21—Orwigsburg Agricultural Society, Orwigsburg, Pa.
Sept. 5, 7—Virginia Wheel Club, Roanoke, Va.
Sept. 10—Huntingdon Cycle Club, Huntingdon, Pa.

Declared Professionals

[illegible]

suspended.

For false entry, Charles Prest, Cohoes, N. Y., six days from July 25.
For false entry, W. T. Bonfield, Indianapolis, Ind., six days from August 1.
For conducting unlicensed Sunday races, M. C. Lawrence, ———— Koroedroff, New Orleans, La., for one day from August 1.
For conducting unlicensed Sunday races with undue suspension, W. M. Guyot, R. J. Godberry, and Sutton Titus, New Orleans, La., are placed upon the suspended list for one day from August 1.
For conducting unlicensed races Amos Carmine, Bert Rowland, Milton, Ia., Fred Meyers, Bloomfield, Ia., Clarence Stearns, Central, Ia., are suspended for one day from August 1.
For false entry, C. A. A. Stemgeller, South Norwalk, Conn., for thirty days from August 1.
For conducting unlicensed Sunday races after warning, Fred Dinan, J. Voalala, William Nolan, Robert Cahill and Buck Cahill, Stamford, Conn., are suspended for sixty days from August 1.
For conducting unlicensed Sunday races, the following are suspended for thirty days from August 1:

following are placed upon the outlawed list of the League and permanently barred from all track races under L. A. W. auspices: Charles G. Weinbrenner, Siegel, Guy Erb, Jerry Cronin, George Dettmeier, William Van Doeren, Berry Russell, K. S. Armstrong, George W. H. Jones, George W. H. Jones, K. S. Armstrong, Klobberg, D. S. Borton, A. J. Barrett, M. J. Flavio, O. F. Kohr, George Starke, W. P. Houghton, Charles C. Keistwetter, Charles Craig, F. Kaiser, W. Pfeiffer, J. M. Lyons and J. M. Lyons.

Falsely claiming to be unaffiliated races William Lempe, Frank Longley, Grant's Pass, Ore.; Alfred Clark, Glendale, Ore.; John Hurth and Miles Brayton, Oregon City, Ore., are suspended for thirty days from

For competing in unsanctioned races Charles Holmes, Pueblo, Col.; Ben Green, Denver, Col.; J. Henry, A. Jenkins, F. King, Colorado Springs, Col., are suspended for sixty days from August 4.

PENNSYLVANIA DIVISION

ANNUAL MEETING.

The semi-annual meeting of the Board of Officers of the Pennsylvania Division was held at the Lafayette Hotel, Philadelphia, on Monday, August 10th.

Chief Consul, Samuel A. Boyle; Vice Consul, Thomas J. Keenan, Jr.; Secretary-Treasurer, P. S. Collins; Chairman of the Executive Committee, John J. Gussman; Joseph Etotclet, J. A. S. Heath, H. B. Worrell, W. W. Randall, H. W. McAllister, James Schaefer, Jr., and J. C. Kline were also present.

Philadelphia, Charles G. Wilson, Dr. H. T. Schaetzle, T. Y. Vost, of Reading; C. H. Obreiter, Lancaster; A. Gilson, Anson F. Laue, Harrisburg; Earl B. Smith, York; J. M. Lutz, Pottsville; J. E. Phillips, A. D. Knapp, Williamsport; John J. Van Nort, Scranton; John E. Harder, Clearfield; S. Blaine Fennell, Altoona; J. R. Bosh, Bellefonte; W. B. Hecht, Warren.

By unanimous consent, the reading of the minutes of the last meeting was dispensed with.

The ticketing was dispensed with a minimum of delay. "It was a very lengthy and interesting report," He stated that since March 1st, over sixty claims for damages, resulting from collisions on the road, etc., had been presented to him by members of the Division. "I have not had time to go into them. All of the cases which have been settled have been in favor of the prosecution, and a number are still pending." The record of the Pennsylvania Division of never having lost a case in the courts, still holds good. "Some of the cases are still pending," he stated. "I have not time to go into them." In several cases where wheelmen had been fined for violations of the Lamp and Bell Ordinance, etc., a re-examination of the fines have been secured, it having been shown that the violations were due to accidents happening to the lamp or bell.

Reference was made to resolution introduced by the consuls of Philadelphia this spring, asking the Director of Public Safety to submit to that body his views upon the advisability of instituting a system of licensing bicycles. Many accidents that were occurring at about that time. After a number of consultations between the chief consuls and the Director of Public Safety, the consuls of the Associated Cycling Clubs, took part, the directors submitted replies to consuls stating that the existing ordinances were ample to protect the peace and safety of the city, and that the consuls should not attempt to legislate that in this State any restrictive legislation covering bicycles, which does not also apply to other vehicles. The consuls of the Associated Cycling Clubs, in the enforcement of a number of regulations now generally carried out by wheelmen, but not by horsemen. A number of objectionable ordinances introduced in the consuls of Philadelphia, and the consuls of Philadelphia reported to have been killed or withdrawn, notably those introduced in Williamsport, Clearfield and Erie. New legal ordinances are given consideration by the consuls of Philadelphia throughout the State. He urged upon representatives and members, the value of recommending to him from time to time desirable men for

SUMMARY OF SECRETARY-TREASURER'S REPORT

On August 1st the membership of the division was \$5,444, as against \$1,027 at a corresponding date last year, showing an increase of 4,414, or 137 per cent.

At the time the present secretary-treasurer assumed office, the method of keeping the division membership list was by means of a card catalogue, a large card being used for each member, and therefore an adaptation of the card catalogue system was introduced. By this method the membership list has been kept in very much more available shape for every purpose, and the progress of a large part of it has been kept in close touch with members, with a view to securing renewals. As his membership is about to expire, each member is notified to that effect, and also sent recruiting matter to give to non-

A very effective recruiting agent has been the division button offered to members sending new applications. Nearly three thousand of the buttons and about one thousand of the pins have been given to members for sending applications, or have been sold. Many of our members have promised to give to applicants the button which they received for sending the application and this has been a very effective recruiting argument. Another effective aid to missionary work has been the

little folder, "Simply a Suggestion." About thirty thousand of them have been distributed. Over two thousand hangers and application blanks have also been displayed throughout the State, together with much other matter of various sorts, covering individual needs and requirements.

business venture a very attractively gotten-up illustrated and descriptive book entitled "Best Routes in and near Philadelphia." Believing that many readers in that locality would prize a book giving accurate information on the best routes to and from Philadelphia more than the mere general information regarding the entire State contained in our division book, arrangements were made for a special edition. Each L. A. W. applicant, in and near Philadelphia, has been given the option of the State or local book. The proportion of the cost of the book is borne by the applicant. The Road Book Committees to make arrangements for supplying members next year with new road literature under an entirely new system. Details of this plan are embodied in report from the Road Book and Hotel

An entirely new list of consuls, L. A. W. hotels and official repair shops has just been prepared. Additions are being received daily from the Road Book and Hotel Committee, in whose hands these appointments are now placed. It is proposed to keep this list permanently standing in type, and at least for the present to print a revised list each month, to be sent to all members applying for the same.

On March 1st, we had a balance of \$43.86 in the treasury, with bills outstanding amounting to considerably over that sum. On August 1st, we had on hand a net balance of \$4,294.83, with no bills outstanding, made up as follows:—

STATEMENT OF ASSETS. AUGUST 1, 1896

(No Liabilities)

Cash on hand	\$11 48
Bank of the Republic	50 00
Land Title and Trust Company	2,427 34
Due from Secretary Bassett, July account	1,765 00
Due from Secretary Bassett, for mailing books	6 00
Due from A. G. Spalding Bros., for road books	80 00
Due from Delaware Division, L. A. W., for road books	15 00

A statement of receipts and expenditures from March 1st to August 1st is as follows:

GIFTS.

Received from John J. Van N ^e t, secretary-treasurer, March 10, 1896	\$89 86
From Abbot Bassett, secretary, for membership fees and dues	6,241 32
Sales of road book	46 50
Sales of "Best Routes"	37 50
Sales of pins and buttons	115 02
Rebate on bill for envelopes, L. S. & B	7 04
Total,	\$6,537 24

EXPENDITURES.

Commissioners said "Cycling" on applications and renewals forwarded.....	\$ 55
Paid to T. C. Hand, of Scranton, Pa., as reward to be given for arrest and conviction of bicycle thief.....	35 00
Relator to League of Nations.....	92 50
Retaining fee, S. A. Hoyle, covering interval from Dec. 1st, 1895 to Aug. 1st, 1896.....	332 36
Of legal expenses.....	15 05
Expenses of chief consul's office, Dec. 1st, 1895, to Aug. 1st, 1896.....	130 99
Balance of expenses of delegates to Baltimore Convention of the National Assembly.....	18 64
J. A. Heath, for recruiting work.....	50 00
State road books and maps and "Best Routes" in and around Philadelphia".....	2,351 12
Secretary-treasurer's allowance.....	125 00
Expenses in recruiting matter.....	509 79
Postage and expressage in sending out the name.....	374 69
W.....	105 50
Sundry expenses.....	10 00
Rent of desk room, etc., for division work.....	10 66
Expenses of cabinet and supplies for membership list, and first cost of transferring the list.....	201 59
Fixtures exclusive of membership cabinet to F. H. Taylor.....	34 98
Division of F. H. Taylor, on 20 "Best Routes" sold.....	3 90
Rebate buttons and pins.....	403 78
Printed matter by members for special recruiting work.....	6 06
Racing Board Expenses.....	8 10
Road Book Committee expenses.....	3 00
Special Auditing Committee expenses.....	20 25
Printed Committee expenses.....	24 00
Cash on hand Aug. 1st.....	11 48
Bank of Republic balance.....	50 00
Land Title and Trust Company balance.....	2,427 34
	\$4,312 22

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Names will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two-cent stamps for a Constitution and By-Laws.

Boston, Aug. 28, 1906.

Total 787-65,093.

Over 127,000, ALABAMA, 1-52.

Unattached.

McCullough, L. D., 1511 2d ave., Birmingham

Over 127,000, COLORADO, 7-730.

13 C. C.

McKenna, C. P., Mill st. & Hyman ave., Aspen

Unattached.

Kendall, A. A., 18 No. Wausatch ave., Colorado Springs

Collins, A. M., Creede

Major, Mrs. A. H., Denver

Singer, Lawton E., 420 16th ave., Denver

Wagler, Miss J. E., 11 La Veta pl., Denver

Gardner, E. H., box 157, Las Animas

Over 128,000, CONNECTICUT, 7-1,265.

See Slide Club W.

Frank, D. D., 227 Main, Bridgeport

Rowe, N. E., W. C., Bridgeport

Holmes, Walter, 237 E. Main, Norwich

Williams, Erve, box 557, " "

Unattached.

Murphy, John F., 75 Black Rock ave., Bridgeport

Ellis, E. B., 54 Summer, Hartford

Yot, Mrs. Edgar H., 112 West, " "

Parneise, T. R., No. Norwalk, No. Windsor

Over 128,000, DELAWARE, 1-46.

Unattached.

Reed, Charles L., cr. The Harlan & Hollingsworth Co., Wilmington

Over 128,000, DISTRICT OF COLUMBIA, 4-213.

Unattached.

McKean, F. G., Sr., 1323 11th, N. W., Washington

McKean, Mrs. F. G., 1323 11th, N. W., " "

McKean, R. C., 1323 11th, N. W., " "

McKean, F. G., Jr., 1323 11th, N. W., " "

Over 128,000, GEORGIA, 4-57.

L. A. W. C. C. of Macon.

Chapman, Arthur, 110 Mulberry, Macon

Clark, Julius L., 619 2d, " "

Unattached.

Holland, W. S., 24 Highland ave., Atlanta

Williams, E. M., 220 East Pine, Atlanta

Over 128,000, ILLINOIS, 34-3,024.

Mayrall C. C.

Savage, George K., 662 No. Clark, Chicago

Danville C. C.

Smith, April E., 512 Jackson, Danville

Y. M. C. A. C. C.

Morris, H. W., Dixon

Wheeler, Harry O., 250 West 1st, " "

Flete King Pleasant, C. C., " "

Dolph, I. N., 515 Orchard, Elgin

Kelley, Eugene, 111. Watch Case Co., " "

Marshall C. C.

Cole, L. L., box 406, Marshall

Fletcher, Mrs. Horace, "The Vin- Chicago

ettes," " "

Fletcher, Miss Ivy, "The Vincennes," " "

Groves, Mrs. Edith C., 2714 Ken- " "

more ave., " "

Teuber, August, "The Vincennes," " "

Coe, W. C., 205 La Salle st., " "

Furber, Wm. E., 108 State st., " "

Wise, Herman W., 1755 Humboldt " "

Evans, " "

Shaffer, F. L., 754 Monroe st., " "

Brown, M. A., Chillihothe

Ratz, J. C., " "

Smith, Chas. H., " "

Wentcott, Elwood, " "

Ames, B. J., Manito

Furter, J. M., Monmouth

040 Sauer, Henry, box 74, Morrison

1 Sells, Herman, " "

2 Hansen, H. R., Marphabrook

3 Gardner, J. G., Peoria

4 Babcock, Chas. W., Pontiac

5 Arntsen, Bernard, 203 Maiden lane, Quincy

6 Arntsen, Mrs. Bernard, 203 Maiden " "

7 Kane, " " "

8 Kingmaker, Sol, 1231 Maine st., " "

9 Littleton, A. W., 111 South 5th, " "

10 Scharr, J. B., box 145, " "

000 Le Saulnier, Walter J., Red Bud

1 Lonegran, Thomas, 130 W. Miller, Springfield

2 Hardy, Roy M., Waterloo

Over 128,000, INDIANA, 10-006.

Unattached.

053 Walfo, O. R., South Side sq., Bedford

4 Foster, Charles B., box 424, Indianapolis

5 Wood, Frank W., cr. Indiana Chas. Co., " "

6 Samuels, H. G., 9 S. Meridian, " "

7 Coss, B. Frank, Michigan City

8 Coss, Lewis R., " "

9 Street, Richard W., " "

000 Paria, Leonard A., cr. S. C. Cowan, Muncie

1 Richardson, W. B., Walnut st., " "

2 Beard, Charlie, Williamsburg

Over 128,000, IOWA, 10-1,429.

K. W.

063 Alton, C. G., 214 Concert, Keokuk

4 Blaise, G. T., " "

5 McGavie, F. L., 505 Main, " "

6 Cooper, A. A., Rock Rapids

7 Unattached, " "

8 Hastings, W. A., Creston

9 Cook, Herman D., 1318 Eighth st., Des Moines

000 Minick, C. A., 401 Walnut, " "

070 Griffin, J. S., 8 South 3d st., Keokuk

1 Manwaring, C. R., Rock Rapids

2 Hagan, Thomas M., Windham

Over 128,000, KANSAS, 7-785.

Arkansas City C. C.

073 Strong, F. M., Arkansas City

4 Cain, Frank, A. T. & S. F. R'y, Topeka

5 Wichita W. A., " "

6 Cramer, Roy, Wichita

7 Unattached, " "

8 Hadley, H. B., 54 Clay, " "

9 McIntook, W. S., Bank of Topeka, " "

000 Hild, " " "

1 Patton, E. B., 1201 East 5th, " "

2 Ward, E. M., Winfield

Over 128,000, LOUISIANA, 11-172.

Bonnet, Louisiana

060 Benedict, Henry Q., 929 Terpelchore, New Orleans

1 Koehl, Jas. A., box 412, " "

2 Parkinson, Robert, 1654 Peters ave., " "

3 Peiser, A., 908 Canal, " "

4 Scanlon, Wm., 124 N. Derbigny, " "

5 Benedict, Henry O., 620 Terpelchore st., " "

6 Powers, David J., 228 Carondelet st., " "

7 Maspero, Henry, 624 Canal, Patterson

8 Gnyther, Sam R., " "

9 Riggs, R. Lee, " "

000 Wolf, Leon H., Zachary

Over 128,000, MAINE, 3-472.

Portland Wheel Club.

061 Hyberts, Christopher, 14 Valley st., Portland

Unattached.

2 Milliken, Charles L., 84 Main st., Saco

3 Stegelman, Alfred G., box 419, Lewiston

Over 128,000, MARYLAND, 7-1,01.

Unattached.

064 Loden, Daniel J., 12 N. Glimor st., Baltimore

5 Naudain, Jas. E., 1083 N. Broadway, " "

6 Meegan, James, 1203 O'Donnell, " "

7 Olman, Joseph Isaac, box 94, Salisbury

8 Beatty, G., Sparrows Point

9 Matlack, Chas. F., " "

100 Woodward, Dr. Jas. S., " "

Over 128,000, MASSACHUSETTS, 88-

Union Hl. Club.

101 Randall, Frank, 350 Boylston, Boston

2 Colonial C. C., " "

3 Blodgett, S. H., 1131 Mass. ave., Cambridge

4 Chelsea C. C., " "

5 Gardiner, Geo. O., 45 Blossom, Chelsea

6 Winsimmet, Geo. C. C., " "

7 Potter, George A., 268 Broadway, " "

8 Berkeley C. C., " "

9 Smith, Wm. S., Saugus

000 Conn Valley W., " "

6 Howard, Louis W., Allen st., Springfield

7 Pomeroy, Dr. Wm. H., 510 State, " "

8 Smith, Fred H., 82 Boylston, " "

9 Saville, B. F., 412 Main, " "

110 Taylor, Wm. C., 412 Main, " "

11 Sprague, M. V. B., 133 State, " "

2 Coughlin, " " "

3 Billings, Nathaniel A., Sherman st., Springfield

4 Howard, Henry E., 380 Main, " "

5 Frosted, Fred C., 40 Beech, " "

Unattached, " "

5 Steinburg, Harris, 15 Spring, Adams

6 Henson, Bradford F., Arlington Heights

7 Clark, Frank S., 105 Columbus ave., Boston

8 Flaherty, M. J., Carrier 132, " "

9 Plakerton, Geo. F., 35 Pemberton sq., " "

120 Tirrell, Geo. E., 681 Tremont, " "

1 Taunton, A. B., 55 Summer st., " "

2 Tyler, Harry W., 491 Boylston, " "

3 Harrison, Alexander M., 125 Milk, " "

4 Bradford, Geo. G., 15 P. O. Sq., " "

5 Olsson, R. A., 256 Denvershire, " "

6 Bowler, M. J., 16 Gray st., " "

7 Jordan, Horace W., 2d, 95 Wash. st., Brighton

8 Warren, W. C., Rockland, " "

9 Cabot, William Robinson, Clyde st., Brookline

100 Norton, A. B., 12 Linden pl., " "

130 Lee, Joseph, Warren st., " "

2 Berlyn, Morris, 35 Brookline, Cambridge

3 McDonald, Frank R., 643 Mt. Auburn st., " "

4 White, Austin T., 138 Brattle, " "

5 Whittemore, O. S., 17 Pleasant, Cambridgeport

6 Stover, Willis W., 7 Eden st., Charlestown

7 McCurdy, E. H., 204 High, Clinton

8 Parker, Lyle, 100 Main, Dalton

9 Lamb, J. E., box 82, Deerfield

100 Sargent, Eugene, 28 Rickett st., Dorchester

1 Welsh, Chas. F., Eightingale st., E. Northfield

2 Thomas, Sanford A., Fairhaven

3 Breed, Fred L., Fall River

4 Gee, Frederic A., 661 High, Haverhill

5 Griffin, Bert S., 121 Primrose, " "

6 Murphy, John F., 122 Primrose, " "

7 Stockford, Fred R., 435 Hyde Park ave., Hyde Park

8 Dibble, T. L., 16 Seaverns ave., Jamaica Plain

9 Scott, Dr. L. W., Centre st., " "

100 Barnes, E. C., 24 Hall st., " "

11 Lowe, John, 3 E. Hall st., " "

2 Carter, Charles F., box 175, Lexington

3 Dewhurst, F. E., box 175, " "

4 Snow, W. H., 1294 High, Lowell

5 Patrie, David, 2 Royal pl., " "

6 Charleyn, Joseph C., 9 Pleasant, Maiden

7 Moorhouse, S. Woodbridge, 7 Ashland, " "

8 Greenup, Walter, Melrose

9 Skillings, J. F., 13 Chestnut, No. Adams

100 Wagner, Silas F., box 203, Oakdale

11 Gilm, M. E., 90 S. Main, Orange

2 Foster, Amos L., Oard

3 Fortin, J. N., " "

4 Rawson, Irving F., " "

5 St. Germain, W. O., " "

6 Wolfer, Lewis E., " "

7 Gilson, Mianie, 26 Boston st., Somerville

8 Wood, George A., 40 Laurel, " "

9 Loughe, Arthur L., 12 Fairfield, Salem

170 Semons, George F., 3 Lagrange, " "

1 Meacham, Lewis E., 121 Cedar, Springfield

2 Schreder, W. F., 208 Water st., " "

3 Cheney, Miss Adah G., box 42, Still River

4 Ham, George I., 10 Middlesex ave., Swampscott

5 Ham, Mrs. Eva B., 10 Middlesex ave., " "

6 Beckman, Mrs. F. E., 10 Middlesex ave., " "

7 Taylor, Frank T., 304 Broadway, So. Boston

8 Threlsey, Asa, So. Dartmouth

9 Parsons, Winslow A., Montclair Road, " "

180 Philbrick, John, box 105, Wenham Depot

- 7 Long, Dr. C. H., Keweenaw
5 Weatherhead, Fred W., Harrison
9 Balch, Glen E., Sault Ste Marie
- Over 128,000, MINNESOTA, 3-426.**
Unattached.
200 Canfield, Harry C., box 630, Fergus Falls
1 Coleman, H. E., 319 S. E. 9th st., Minneapolis
2 Dickson, Caspar Gregory, 121 Cambridge ave., St. Paul
- Over 128,000, MISSOURI, 21-2,089.**
Kenneth C. C.
203 Goodman, Thos. A., 714 Locust st., St. Louis
4 Harris, I., 520 Pine st., St. Louis
5 LaRue, H. R., 3524 Page ave., Crawford
6 Dowell, A. R., 403 Bank of Commerce Bldg., St. Louis
Unattached.
7 McLaughlin, W. H., Brashear
8 Nettleton, W. A., 7th & Penn ave., Kansas City
9 Hains, J. H., Mealo
210 Dartow, Edward R., Houser bldg., St. Louis
1 Douglass, Archibald, care Knapp, St. Louis
Stout, & Co.,
2 Hager, Louis, 2648 Wyoming st.,
3 Hoffmeister, Charles, 1404 Salisbury,
4 Leary, M. A., 1000 Broadway,
5 Martin, M. Jr., 3116 Rade ave.,
6 Meyer, J., 4236 Lindell ave.,
7 Oppenheimer, Lloyd W., Rhineabury,
8 Schmitt, Chas. E., 2200 S. Broadway,
9 Wechsner, F. Wm., 25 S. 4th,
220 Wheeler, L. B., Union Trust Bldg.,
1 Williams, E. A., 3016 Locust st.,
2 Woods, J. M., 4322 McPherson ave.,
3 Johnson, E. D., box 406, Webb City
- Over 128,000, NEBRASKA, 5-300.**
Omaha Wheel Club.
224 Schrack, Morgan, Omaha
Unattached.
5 Mark, H. A., Belvidere
6 Mann, Newton M., (P. O. 102 Melgo Rochester, N. Y.), Omaha
7 Richardson, Ralph, Paxton Hotel, Omaha
8 Gocke, Gus, York
Over 128,000, NEW HAMPSHIRE, 3-350.
Unattached.
229 Colton, F. A., Concord
230 Madden, John J., W Peterboro
1 Bittinger, Frederick W., Woodville
Over 128,000, NEW JERSEY, 53-4,230.
Newark Bay Boat C.
232 Reynolds, Walter R., box 232, Bayonne
Princeton R.
3 Stead, John H., 25 Chambers st., Princeton
4 Lewis, Frank H., 384 Communipaw ave., Jersey City
5 Turner, Harry J., Business Man's C. L.
6 Lawrence, Wm. C., 11 W. State st., Trenton
Unattached.
7 Rapp, Walter W., 104 Ave. A., Bayonne
8 Russell, Robert A., box 41, Columbus
9 Parker, Brantley F., Cape May
240 Jones, Edmond R., box 90, Dennisville
1 Winterburn, W. W., Edgewater
2 Crane, Aaron D., 226 Union st., Elizabeth
3 Smith, H. Edgar, Fair Haven
4 Smith, J. P.,
5 Barnes, Joseph, 80 Hudson, Hoboken
6 Lederer, Henry A., 607 Henderson, Jersey City
7 Ethelberg, F., 63 Cambridge ave.,
8 Hage, Samuel, Jr., 31 Ocean ave.,
9 Vandenberg, Jerry, 21 Ocean ave.,
250 Matthews, W. H., Madison
1 Jennings, Chas. H., M. D., Merchantville
2 Webster, Warren, M., box 159,
3 Ricci, Edith, 70 Orange rd., Montclair
4 Berry, Titus, 70 Murray st., Newark
5 Fischer, Adolph J., 125 N 6th st.,
6 Bookins, Chas. J., Eighth ave.,
7 Van Ness, Frank, 76 Mulberry st.,
8 Griffith, F. J., 211 Roosevelt,
9 Greenfield, Frank M., 21 Summit st.,
260 Kestley, Geo. M., Prudential Bldg.,
1 Todd, Geo. M., 644 Mt. Prospect ave.,
2 Vreeland, Cornelius H., 167 Walnut st.,
3 Schuck, Garrett H., 100 Webb, Ocean Grove
4 Ireland, John R., Oceanic
5 Williams, W. P.,
6 Fulton, Henry T., Littlefield park, Orange
7 Harrison, C. B., 334 Washington st.,
8 Wendler, Arthur S., 199 Main st.,
9 Winckler, E. E., 82 Westervelt ave., Plainfield
- 270 Carpenter, Benjamin A., box 278, Salem
1 Sadfern, Chas., box 278, S. Amboy
2 Balz, Leo, box 308,
3 Van De Grift, Fred, box 219,
4 Parley, Thos. J., 530 Rocking ave., Trenton
5 Palmer, Mrs. E. B., Hamilton ave.,
6 Fischer, Frederick, Jr., 32 Ringold st.,
7 Gallivan, John A., 19 N. Broad st.,
8 Hannum, Frank M., 317 Eagle st.,
9 Lawrence, Ellen K., 11 W. State,
280 Quirk, J. C., 342 Church st.,
1 Yard, Ella H., 940 Berkeley ave.,
2 Jedd, W. D., West Orange
3 Lord, B. F., Jr., Wyoming
4 Reeves, H. B., 87 S. Broad., Woodbury
Over 128,000, NEW MEXICO, 3-18.
Unattached.
285 Buell, F. C., Cerrillos
6 Probst, Carl J.,
7 Randolph, C.,
Over 128,000, NEW YORK, 221-18,230.
Amphion Wheelmen.
288 Seaton, A. W., 617 Warren st., Brooklyn
Harlem Wheelmen.
9 Wadleigh, Geo. Wm., 143 Noble st., Kings Co. Wheelmen.
290 McElroy, Alexander, 55 Decatur, Press C. C.
1 Conley, Dr. Walter H., Buffalo State Hospital, Buffalo
Hudson Bt Club.
2 Church, Louis T., Hudson
Troy Bt Club.
3 Scott, Wm.,
4 Sweet, Alf J. H., 124 21 ave., Lansingburgh
5 Blecker, Albert E., 2375 6th ave., Troy
Medina Elys.
6 Rowley, H. C., Medina
7 Vernon, C. C.,
7 Fisher, Wm. C., 25 Adams st., Mt. Vernon
Richmond Co. Wheelmen.
8 Schmidt, Alfred, New Brighton
New Rochelle W.
9 Bell, Walter L., 201 Main st., New Rochelle
Raquet C. C.
300 Kelly, Edward, Temple Court, New York
74 Regt. C. C.
1 Van Nostrand, Frank S., 101 West 88th, Century W.
2 Jerome, Richard S., 262 West 34th, New York
3 Schneider, Fred, 415 West 50th, New York
4 Roney, Charles D., Abert st., Rondout
5 Scheld, John C., 204 West 30th, New York
6 Hart, George, 110 West 11th, New York
6 Butler, H. Langdon, 139 West 93d, Seton Wheelmen.
7 Gaertner, Wm. E., 765 East 142d, St. Bartholomew's C. C.
8 Whitley, Wm. C., 208 East 41st, Titicus C. C.
9 Miernick, Carrie M., Purdy Station
310 "Butler, Carrie F., Somers
Good Roads Assn.
1 Gallor, W. H., 143 Church, Saratoga Springs
2 Humphrey, Geo. L., 153 Grand ave., H. Co. Wheelmen.
3 Roeliger, F. R., Stapleton
Unattached.
4 Ames, M. Le Grand, 63 Wash. ave., Albany
5 Mable, C. D., 27 Rutherford, Binghamton
6 McBride, T., Andover
7 Stinkbe, A., 52 Eastport, Brookhaven
8 McArthur, Burton, 9 Wood st., Batavia
9 Cogswell, Elmer E., 1641 Court, Binghamton
320 Milard, S. C., 77 Main st.,
1 Penhoy, F. S., 31 Warren,
2 Sherwood, Walker F., 25 Inland st.,
3 Beck, Benedict J., 169 William, Brooklyn
4 Baker, Wm. S., 131 Walter S., 121 Washington,
5 Pflaster, Wm. H., 236 Meserole,
6 Hart, Augustin S., 196 Hudson,
7 Hinkson, Reginald F., 579 1st st.,
8 Huber, Otto, 850 Carroll,
9 Mackay, Edward J., 190 Pineapple,
323 Stearns, E. Ward, 585 St. Marks ave.,
1 Whitting Frank F., 327 Greene ave.,
2 Colton, Wm. A., 196 Greene ave.,
3 Durrant, Harry L., 520 State,
4 Ashton, F. W., 56 South 9th,
5 Boice, George, care Union News Co., Erie R. R. Depot, Jersey City, N. J.
6 Conners, Wm. H., 1128 Bushwick ave., Brooklyn
7 Connerthwaite, Chas. F., 396 10th st.,
8 Fishkin, H., 331 Park ave.,
9 Fredericks, P., 1133 Broadway,
340 Fowler, Geo., Atlantic & Fountain
av.,
1 Fish, William H., 508 Franklin ave.,
2 Green, Morris, 74 Penn st.,
3 Getty, Robert, 191 Flatbush ave.,
4 Klingman, John, 1767 Fulton st.,
5 MacFarland, R. J., 613 Berkimer,
- 6 Martin, Albert E., 117 Penn st.,
7 Parker, Dr. Clinton B., 167 Hamen,
8 Russell, C. C., 23 Irving pl.,
9 Robinson, Chas., 294 Clermont ave.,
350 Schuler, Willy, 35 Harrison st.,
Selleck, Robert H., 53 Decatur st.,
2 "Stimpson, Miss Frances C., 109 1/2 Franklin ave.,
3 Williams, Geo. H., 101 Noble st.,
4 Yeaton, Samuel C., 471 9th st.,
5 Case, Philip, 380 Hancock,
6 Baker, Edwards A., 35 Irving pl., Buffalo
7 Baker, Frank G., 424 Crescent ave.,
8 Kettis, Dr. Joseph B., Buffalo State Hospital,
9 Howerman, Edwin A., Buffalo State Hospital,
360 Laycock, O. S., 17 Builders' Exchange,
1 Jones, Frank H., 205 Main,
2 Seguin, Arthur J., Tift House,
3 Steilrecht, Levi, 166 Park,
4 "Stimpson, Margaret, 64 Elmwood,
5 Yeomans, George D., 163 Park,
6 Brown, Chas. C., Lloyd & Trine sts.,
7 Baker, Frank G., 424 Crescent ave.,
8 Brown, F. T., 303 Broadway,
9 Duncan, John E., 484 Richmond ave.,
370 McEllean, H., 477 Pearl,
Carson, Geo. box 428, Bellport
2 Venham, Thos. M.,
3 Hawkins, Charles H., box 436,
4 Hawkins, R. W., box 81,
5 Wheeler, Sam J., box 208,
6 Norwich, Walter S., box 6, Centre Moriches
7 Leach, Mrs. Ed. F., Cruton Falls
8 Farville, Mrs. W. H., Dolgeville
9 Menzies, Walter, Ellingville
380 Hanson, Wm., East Moriches
1 Ferry, Egbert H., box 8,
2 Howell, Justin R.,
3 Johnson, Sam'l E., box 131, Eastport
4 Keck, Camille, box 64,
5 "Ivy, Miss Elizabeth, box 11,
6 Fenner, Nettie, box 81,
7 Brown, Benj. F., box 145,
8 Tattle, Ernest W., box 54,
9 "Thurston, Kittie, box 62, Geoga
390 Chambers, Victor J., Glen Cove
Hoffman, Geo. H., box 201, Glen Cove
2 Gay, G. L., Cleveland ave., Far Rockaway
3 McGraw, Andrew, Central ave.,
4 Brown, Arthur,
5 Cabess, Geo. B., 436 Jackson ave., Lancaster
Long Island City
6 Kneal, Charles H., 128 3d st.,
7 Robson, Wm. J., 55 Jackson ave.,
8 Smith, Walter F., box 56, Massport
9 Tompkins, R. W., 4 Park ave., Mechanicville
400 Howell, Robert L., Moriches
1 Lawrence, Richard,
James, Josiah, Nassau
3 "James, Mrs. Josiah,
4 Butler, Clarence A., 127 West 4th, New York
5 Ferro, Edward, 93 West 105d,
6 Freund, Edwin, 730 Amsterdam ave.,
7 Fleischman, Alois, 12 East 88th,
8 Hoyt, Henry R., 11 William,
9 Hawkes, James R., 22 East 14th,
410 "Lorenza, Mrs. Edward J., 1658 Lexington ave.,
1 Neldinger, George, Foot of East 63d st.,
2 Weatherly, Geo. F., 753 Broome,
3 Wittmann, Rudolph, 512 East 58th,
4 Dow, E. M., 44 East 10th,
5 Davis, William, Jr., 57 Grand st.,
6 Dowd, John G., 475 Broadway,
7 Hallon, Edward R., 540 West 23d,
8 Buterworth, Sam F., 72d st. & Boulevard,
320 Milard, S. C., 77 Main st.,
420 Berkowitz, Nathan, 987 Lexington ave.,
1 Benjamin, J. H., 13 E. Moriches st.,
2 Curtis, Dr. B. Faragher, F. E. 41 st.,
3 Ford, Fred, 24 E. Lenox st.,
4 "Cary, Mrs. Maud Stone, 550 Park ave.,
5 Dale, Alfred G., 520 5th ave.,
6 Dillon, Edward, 160 3rd ave.,
7 Dowd, John G., 475 Broadway,
8 Dargton, G. S., 55 W 23d st.,
9 Forbes, Ernest W., 349 W. 29th st.,
43n Flieger, Harry A., 15 & Columbus ave.,
1 Ferris, M. A., 44 Lenox st.,
2 Foote, H. C., cr. Maynard, Merrill & Co., 43 E. 10th st.,
3 Greenbaum, Isidor, 2202 1st ave.,
4 Heile, J. C., 75 3d Ave.,
5 Horne, R. H., 503 W. 13th st.,
6 Hinton, Alfred F., 100 E. 18th st.,
7 Hamilton, Mark K., 1611 Washington
8 Heimerle, Geo., 128 E. 12nd st.,
9 Hoyt, J. J. N., 109 E. 45th st.,
44n Hamilton, E. H., 490 Grand st.,
1 Heiler, Geo., 7 West 105,
2 Kach, John P., 244 5th st.,
3 Keller, Otto R., 214 Alexander ave.,
4 Leyon, O. N., Pier 57 North River,
5 Lielesand, S., 129 Park Row,

- 6 *Lewl, Dr. Emily, 319 E. 10 st., " "
7 Lynde, Frank E. P., 325 W. 87 st., " "
8 Mcnag, A. J., 330 W. 84 st., " "
9 Martin, Geo. W., 711 E. 177 st., " "
10 Minor, B. Lamer, 84 Cortlandt st., " "
11 Mortimer, J. W., 222 1/2 8d ave., " "
12 Naumburg, Wm. W., 58 st., " "
13 Nash, Clarence C., 70 Reads st., " "
14 Obermyer, Wm. C., 28 E. 111 st., " "
15 Palmer, B. Earle, 1136 Broadway, " "
16 Peck, E. J., 14 W. 126 st., " "
17 Putnam, Gibson, 261 Broadway, " "
18 Raw, Julius, 745 E. 175 st., " "
19 Seary, Robert E., 530 5 ave., " "
20 Smith, John, 1484 4th st., " "
21 Schubert, Paul F., 152 E. 20 st., " "
22 Schwartz, Gustave, 222 E. 3 st., " "
23 Schwartz, Emil, 222 E. 3 st., " "
24 Selin, Frank E. R., 1611 Washington " "
25 Scott, Walter S., 87 Nassau st., " "
26 Samuels, H. Clay, 632 Broadway, " "
27 Towne, Thomas, 244 Lenox ave., " "
28 Tolson, Thomas, 68 & 70 Nassau st., " "
29 Tonn, Augustus H., 34 Union sq., " "
30 Teller, C. A., 219 E. 31 st., " "
31 Volkmann, Bruno, 150 E. 81 st., " "
32 White, Henry Kirke, Jr., 129 W. 95 st., " "
33 Winters, Geo. R., 128 E. 123 st., " "
34 Walker, Maurice, 1203 5 ave., " "
35 Zim, Miss Bella, 54 W. 97 st., " "
36 Zimmermann, Wm., 3565 3 ave., " "
37 Brown, Wm. F., 35 Lafayette pl., " "
38 *Cubb, Margaret D., 110 West 124th, " "
39 Dixon, George Sloan, M. D., 124 Lexington " "
40 Edwards, Alfred E., 278 West 115th, " "
41 Freund, C. J., 138th st. & Amsterdam " "
42 Greene, Myron Evans, 417 West 23d, " "
43 Maber, James, 36 8th ave., " "
44 *Schmitt, Geo., Jr., 57th st. & Ave. A., " "
45 *Auerman, Henry, 150 E. 81 st., " "
46 *Docham, Miss J. L., 34 Central ave., " "
47 *Chittenden, Henry A. Jr., 50 Round " "
48 *Stevens, Miss L. L., 57 Elizabeth, " "
49 *Katon, James M., 145 1st st., " "
50 *Bother, Frank H. M. D., 73 Union st., " "
51 *Holmes, Mrs. Grace M., box 35, Pawling " "
52 Macomber, M. A., " "
53 *Lynch, John H., " "
54 *Rands, R. J., " "
55 *Bourby, Roland H., 72 Bartlett, Rochester " "
56 *Kinney, James H., 19 Ave. E., " "
57 *Bedford, J. Henry, 190 State, " "
58 *Tucker, G. A., 282 State st., " "
59 *Veto, Chas. L., 305 Cox b'd'g., " "
60 *Stoddard, Geo. S., 163 Circular st., " "
61 *Case, Anna R., 730 Union, " "
62 *Kingsbury, Mrs. Kate A., 815 Union, " "
63 *Van Eps, J. E., Union Nat'l Bank, " "
64 *Whitten, Alfred C., Vanderbilt Hotel, " "
65 *Ward, Chas. W., 11 Smiths ave., " "
66 *Blake, Chas. F., 16 Burchard st., " "
67 *Gillice, " " " " " "
68 *Pearall, Albert W., 4th ave. & 5th st., " "
69 *Williamsbridge, " " " " " "
Over 128,000, NORTH CALIFORNIA, 8-1,643.
Y. M. C. A., " "
90 James, John H., " "
91 *Stympe, C. W., " "
92 *Mackie, W., 53 Flood b'd'g., San Francisco " "
93 *Unattached, " " " "
94 *Rye, R. M., 307 California st., " "
95 *Merrill, G. M., 128 Ellis st., " "
96 *Parlow, Wm., 357 B Golden Gate ave., " "
97 *Macachee, Geo. Wm., 163 Caroline st., " "
98 *Stein, Simon D., 102 Taylor st., " "
99 *Pickard, G. M., " "
Over 128,000, OHIO, 32-2,281.
America Bt Club, " "
817 Rand, Philip, 1431 Main st., Cincinnati " "
8 *Reiche, A. W., 807 Main st., " "
8 *Kear, Oscar F., 212 Stetson, " "
8 *Willard Club, " "
820 Koebe, D. J., 901 Fronty ave., Toledo " "
8 *Unattached, " " " "
8 *Carpenter, C. H., " "
8 *Henderson, H. V., 222 West 4th, Cincinnati " "
8 *Williams, O. W., 151 West 4th, " "
8 *Wright, Mrs. O. W., Nantall b'd'g., " "
8 *Haupt, Dr. A. P., 681 E. Prospect, " "
8 *Thomas, Miss Emma K., 31 Steiway, " "
8 *Rundell, Fred, 4 Leola st., " "
8 *Bates, Mary, 513 Gladings ave., " "
9 Brush, Murray P., 532 E. Broad, Columbus " "
930 Pongelly, William G., Capital City " "
9 *Reck, " " " "
1 Atkinson, Wm., " "
2 Billingsley, Wm., " "
3 Chamberlin, J. C., box 4, " "
4 Naumburg, Dan, Main st., " "
5 Dolan, John, " "
6 Kerley, C. B., box 10, " "
7 Frankland, J. H., Jr., box 93, " "
8 Hoyer, J. R., box 240, " "
9 Logan, John H., Market st., " "
540 Meek, J. B., box 17, " "
1 Hodorus, Fred C., box 2, " "
2 Todd, Stuart, " "
3 Vanezy, Charles, Main st., " "
4 Welch, Henry, " "
5 Walker, D. C., Martin, " "
6 Patton, William H., 1611 Waverly ave., " "
7 Blake, Charles, " "
8 Armstrong, C. T., " "
Fairmont " "
Hammondsburg " "
Woodfield " "
Over 128,000, PENNSYLVANIA, 128-0,252.
Press C., " "
540 Walter, Ralph E., 17 Palo Alto st., " "
Bloomsburg W. " "
550 Kniele, J. W., Jr., " "
1 Vanatta, P. K., " "
2 Elizabeth, Cylera, " "
2 Winterburn, Chas. F., " "
3 Corinthia, " "
3 Nicholas, Richard D., 5006 Main st., " "
Y. M. C. A. W., " "
4 Moore, Chas. G., Johnson Co., Johnstown " "
The Wheel C. C., " "
5 Young, Horace L., 719 Market st., " "
Century W., " "
6 Page, Chas. H., 2137 N. 20 st., " "
7 McAvoy, Daniel, 2306 Frankford ave., " "
8 South E. W., " "
8 Foster, Samuel R., 1728 Federal st., " "
9 Pirate W., " "
9 Barry, F. M., Jr., 1837 N. 10 st., " "
Central W., " "
560 Relf, Wm., " "
1 Glover, Thos. L., " "
2 Swingle, E. W., " "
Pittsburgh " "
3 Taft, F. K., 39 5 ave., " "
4 Scanton B. C., " "
4 Beavers, Frank, Wyoming ave. & Spruce " "
Scranton " "
Williamsport W. C., " "
5 Border, Samuel V., cr. Penns. Grit, " "
6 Hamlin, Jesse B., 702 Park ave., " "
7 Schnee, Harry N., 347 Court st., " "
Unattached, " "
8 *Hagel, Miss Mary, 250 Arch st., " "
9 Lynch, Chas. E., 182 Levin ave., " "
570 Samsam, R. F., 812 3 ave., " "
1 Wayne, Minnie H., 900 Green ave., " "
2 Blair, A. F., 221 Willow Park, Bellefonte " "
3 Hoover, Grant, " "
4 Sheeder, Fred T., " "
5 Bunting, Morgan, " "
6 Drewes, Chas. E., " "
7 McClintock, Chas. A., " "
8 Weaver, Francis E., " "
9 *Slifer, Harry L., " "
580 *Goldrick, Miss Rosina T., 5148 Wayne " "
1 Hooker, J. Leedom, 351 Armat st., " "
2 Hooker, Alice A., 351 Armat st., " "
3 Roberts, Chas. H., Jefferson & Upal st., " "
4 Sadler, Samuel S., Petham, " "
5 Supplie, C. V., 14 Napiewodk, " "
6 Wilkinson, Geo., Germantown ave., " "
7 *Cassel, M. Vernon, 6824 Chew st., " "
8 Lahan, John, 622 Muenchert, " "
9 Stents, C. H., 129 Market st., " "
580 Lloyd, Frank, box 477, " "
1 O'Fallon, W. K., box 292, " "
2 Fay, F. T., " "
3 Lord, R. Louis, " "
4 Wilford, Morgan, " "
5 Duncan, W. Walter, " "
6 Dixon, Wm. L., " "
7 Galbreath, R. T., " "
8 Tinker, E. L., " "
9 Anderson, J. M., " "
000 Backhol, Arthur E., 2007 Germantown " "
1 Combs, Gilbert R., 1331 So. Broad, " "
2 Dohelower, Jas., 413 South 19th, " "
3 Davis, J. C., 995 North 2d, " "
4 *Freiman, Charlotte, 804 South 15th, " "
5 Geo. Washington G. Jr., 2920 North " "
8th, " "
6 *Kerlin, Alice F., 3007 York st., " "
7 Knorr, Dr. C. B., 1137 Spruce, " "
8 Knorr, Harard, 1137 Spruce, " "
9 *W. C. C., 1137 Spruce, " "
610 Pfeiffer, G. Thatcher, 1218 Walnut, " "
1 Wilcox, C. Percy, 708 Drexel b'd'g., " "
2 Ballinger, Walter F., 1617 Arch st., " "
3 Bowser, John, 2232 S. Cambria st., " "
4 Cavill, John, 8004 N. 12, " "
5 Davis, Mrs. Geo., 805 Race st., " "
6 Davis, Geo., 805 Arch st., " "
7 Gerbath, B. F., Hutchinson & Hunting- " "
don sts., " "
8 Goodwin, W. C., 3715 Baring st., " "
9 Glover, Henry Lester, 3610 N. 22 st., " "
620 Hall, Samuel M., 2232 S. 5 st., " "
1 *Harris, Miss May, 2021 Overbrook ave., " "
2 Hill, Horace G., M. D., 3416 Baring st., " "
3 Irill, Harold C., 1834 Girard ave., " "
4 Lowens, Chas., 2224 Sp. Garden, " "
5 Lott, F. B., Station H., " "
6 McCurdy, Allison W., 1102 Bets b'd'g., " "
7 McNeel, Daniel J., 1102 Bets b'd'g., " "
8 Morris, Mrs. C. G., 1704 N. 18 st., " "
9 Mann, Samuel P., 2522 E. York st., " "
630 Nawn, Thos. J., 805 Race st., " "
1 *Nawn, Mrs. Bettle M., 805 Race st., " "
2 Nichols, Chas. E., 503 Market st., " "
3 O'Keefe, Geo. T., 38 S. 4 st., " "
4 Read, Robert F., 213 Chestnut st., " "
5 Snyder, Geo. L., 2704 Girard, " "
6 Smith, D. H., 213 Chestnut st., " "
7 Sweeney, H. B., box 632, " "
8 Uffelman, D. F., 2242 N. 12, " "
9 Uffelman, J. J., 1227 N. 17 st., " "
640 Ziegler, William M., 1418 N. 17 st., " "
1 Howes, H. Collins, 1432 N. 15 st., " "
2 Sellers, Alexander, 1819 Vine st., " "
3 Eketeln, G. J., 637 Maryland ave., " "
4 Rutledge, S. M., 16 N. Roquet st., " "
5 Gregg, Edgar F., Standard Mfg. Co., " "
6 Buchanan, J. L., Vandergrift b'd'g., " "
7 Crumme, J. E., 29 Atwood st., " "
8 Tass, H. C., 163 41 st., " "
9 Hoffman, W. K., 337 Water st., " "
650 *Nackerman, Ivan, 149 39 st., " "
1 Ulrich, Wm. J., 12 st., " "
2 Derrmitt, E. H., 404 Tradesmen's b'd'g., " "
3 Hill, C. K., 333 4 ave., " "
4 Martin, Wm. L., 333 4 ave., " "
5 Foster, Joseph, 541 Wood st., " "
6 Schilling, Edw. H., 404 Baker st., " "
7 Bassell, L. F., " "
8 *Peechin, Miss Elizabeth W., " "
9 *Benton, Miss Maude M., 11 Reed st., " "
Reading " "
660 *Kenny, Miss Nellie Ida, " "
1 Manweiler, David M., 525 James ave., " "
2 Franks, R. A., " "
3 *Franks, Mrs. R. A., " "
4 Moser, Chas. H., box 163, " "
5 McIlvain, Edward M., Seneca st., " "
6 Knappe, Edwin L., " "
7 Gray, C. M., 106 N. Monroe, " "
8 Hague, Wm., " "
9 Henry, Anthony, " "
670 Hagerty, John, 1425 S. 49 st., " "
1 Elliott, Arthur H., " "
2 Bachelor, E. E., " "
3 Defender, Lewis K., " "
4 Kallier, Frank, " "
5 Slicker, Harry C., box 634, Wilkes Barre " "
6 Wrightson, Geo. H., 118 S. Beaver, York " "
Over 128,000, RHODE ISLAND, 65-904.
Pawtucket C. C., " "
677 Adams, C. A., 16 West ave., " "
1 Narragansett, " "
8 Perry, John G., 28 Bradford st., Providence " "
9 Durfee, John M., 27 Dean st., " "
680 Packard, W. F., Plain & Clifford, " "
1 Sharpe, Arthur, 22 Governor ave., " "
2 Wilson, Alfred, 90 Tobey st., " "
3 R. I. Wheelmen, " "
4 Bolding, C. S., 163 Weybosset st., " "
5 Harden, Fred H., box 68, " "
Unattached, " "
5 Sayles, Miss Ellen E., box 102, Bridgeton " "
6 Briden, F. G., 9 Washington st., " "
7 Northrop, H. H., " "
8 Beecher, Moses J., " "
9 Oliver, Wm E., 81 Taunton ave., " "
690 Moray, Gilbert H., box 277, " "
1 Greene, Fernando M., box 14, " "
2 Aiken, O. M. S., 84 Wilson st., " "
3 Burns, Fred H., 92 Dorance st., " "
4 Ballou, W. S., box 80, " "
5 *Binkley, Alice H., 95 Broadway, " "
6 *Brown, Mrs. Margaret E., 72 Davis st., " "
7 Raich, Joe, 413 Brook, " "
8 Strumons, Dr. Y. Y., 333 Westminster st., " "
9 Brown, D. Russell, " "

760 Carter, Wm. B., 77 Wood st., "	7 Arnold, Geo. B., Broad st., Pawtucket	Over 128,000, WISCONSIN, 10-1,000.
1 Crocker, Geo. L., 230 Weymouth st., "	8 Eaton, H. O., " Pascoag	Winneshago W.
2 Chandler, Alvin B., 200 Lockwood st., "	9 Forrest, James C., 82 Dannel lane, Pawtucket	700 Keating, Chas. R., 38 4 st., Fond du Lac
3 Carter, John A., 11 Eddy st., "	740 Orwell, Wm. W., 208 Cottage st., "	1 Lang, F. J., " "
4 Chambers, Wm. C., 27 Palmer st., "	1 Strobach, Willibald, 56 So. Bend st., "	2 Delahed, C. C., Nashotah
5 Cleasby, Franklin G., 1 Custom House "	Over 128,000, SOUTH CALIFORNIA, 8-404.	2 Bigelow, I. H., box 93, " "
6 Chesbro, Dr. E. D., 6 Hawthorne st., "	San Diego Wheelmen.	3 Weber, George J., 712 2d, Watertown
7 Crossy, Geo. P., box 1348, "	742 Schutt, Frank B., Union Office, San Diego	Unattached.
8 Draper, Wm. H., 88 Dorance st., "	Unattached.	4 Knopf, Wm. N., Chilton
9 Freese, Mrs. Chas. O., 120 Brigham st., "	3 Covell, W. A., Escondido	5 Crittenden, W. C., Hebron
710 Foster, F. L., 15 Deibel st., "	4 Cox, Percy S., " "	6 Crittenden, A. C., " "
1 Gallup, Geo. S., ex. Prov. Coal Co., "	5 Miller, C. B., box 141, " "	7 Hollinger, M. H., " "
2 Gleason, Jas. K., 270 Broadway, "	6 Benedict, Henry J., 230 N. Breed st., Los Angeles	8 Pollock, Arthur, " "
3 Hartline, Jas. S., 230 Amherst st., "	7 Maloon, D. W., 130 E. 24th st., " "	9 Pollock, C. J., " "
4 Hoard, Fred H., Congdon st., "	8 Palmer, Arthur H., 286 So. Euclid ave., Pasadena	720 Shoemaker, Francis, " "
5 Holbert, Joseph J., 26 Rycamore st., "	9 Nichols, Thos., 850 6th, San Diego	1 Shoemaker, Frank, " "
6 Jackson, E. S., 37 Weymouth st., "	Over 128,000, TEXAS, 0-355.	2 Carter, Thos. L., box 106, Kenosha
7 Kendrick, John E., box 822, "	Star Wheel Club.	3 Hannan, Fred C., cr. Kenosha Crib, " "
8 Lincoln, Minnie E., 28 Superior st., "	750 Seury, Walton, 611 Travis, Galveston	4 Lawson, Edward, New Holstein
9 Leonard, Mrs. C. R., Jr., 92 Menner st., "	Unattached.	5 Valley, Leo F., 203 18th st., Milwaukee
720 *Nichols, Minnie L., 178 Sherburne st., "	1 Hawkins, C. A., box 347, Dallas	6 Beebe, Murray C., Lake ave., Racine
1 *Leary, Arthur, 28 Weymouth st., "	2 Dimastig, Max, Main st., Houston	7 Woodworth, S. E., Randolph
2 Perkins, E. K., 978 Westminster st., "	3 Suroeste, D. D., 208 Main, " "	8 Wycant, L. B., box 106, S. Kautaus
3 Perkins, Burnah E., 970 Westminster st., "	4 Seeger, J. B., 704 Austin ave., Waco	Over 128,000, WYOMING, 3-45.
4 Parkhurst, C. Frank, 17 Custom House, "	5 Dodd, J. B., Yonkum	Unattached.
5 Randall, E. S. J., box 707, "	6 Eisenlohr, B. E., " "	779 Daly, " " " " " " " "
6 Remington, Albert A., 37 Potter st., "	7 May, J. Jr., " "	780 Dow, W. S., " "
7 Raus, John A., 45 Long Wharf, "	8 Youngkin, F. M., " "	1 Heath, W. O., " "
8 Stone, Wm. L., box 1323, "	Over 128,000, VERMONT, 1-114.	NEW LEAGUE CLUB.
9 *Saugenber, Annie H., 280 Oxford st., "	Unattached.	734 Montrose Wheelmen, Colorado
730 Stevens, Alton E., 41 Ohio ave., "	750 Lane, W. O., Howard Nat'l Bank, Burlington	
1 Richardson, Bert L., 57 Linden st., "		
2 Townsend, F. H., box 1466, "		
3 Thornton, Louis E., 43 Brigham st., "		
4 Tandy, Wm., 30 Pekin st., "		
5 White, F. W., Gorham Mfg. Co., "		
6 Woodworth, Jas. G., 208 Fountain st., "		

BUCK vs. BICYCLE.

Grant Froman left Albany, Ore., Tuesday morning on his bicycle for Belknap Springs on a fishing expedition. He traveled 73 miles that day, stopped at a farm house all night, and started early next morning. He was directed wrong and went to Foley Springs, then started again after dinner, and on the way came across a buck lying in the road. He was slipping by on one side when the buck made for him, striking his bicycle and sending it six or eight feet, bending the rim and breaking two or three spokes, landing Grant on top of the buck, where he sat a long time holding the buck down. When released the buck made off and Grant repaired his wheel and rode on, arriving at Belknap Springs at 5 o'clock in the evening, taking supper with Joe Meyers; at least that is the story the Albany Democrat tells. — *Morning Oregonian.*

A NEW JERSEY member says the road from Port Jervis to Philadelphia, which he tried in 1894, was "up hill and down, with any quantity of stony hills and sandy bottoms. Safe to say, the hills are there still, and not much risk in saying the stones and sand are there, too. I have seen enough of the road 'via Stroudsburg' to choose it in future, although it may be three or four miles further.

"From the Water Gap, take the train to Delaware (station) by all means. From there to Belvidere the road is fine. I am perfectly familiar with every foot of it."

GEORGE HUNT, who resides across the water, is to attempt to ride 400 miles on the road in 24 hours. A good deal depends on the road. We have some highways over which he could n't ride 24 miles in 400 hours.

A SOLO.

(AIR: "Sweet and Low," with apologies to Alfred Tennyson.)

M. G. TITUS.

High and low, high and low,
Friends of the winged steel,
Go, go, fast or slow,
Friends of the winged steel.
Over the rolling good roads go,
Come from the city streets and show,
Show how the wheelmen lead;
While my trusty wheel, while my gallant steel, speeds.

Work and rest, work and rest,
Laurels will come to thee soon;
Rest, rest, with fortune blest,
Laurels will come to thee soon.
Golden bars won on centuries run,
Silver free, "sixteen to one,"
Under the silver moon;
Speed my trusty wheel, speed my gallant steel, speed.

A PARIS paper offers a prize of 500 francs to the inventor of the lightest, strongest and cheapest bicycle lamp, which must also be inodorously.

"THE wheel *must* go!" Reform clubs say,
And you'll agree 'tis true,
'Cause if it didn't go, pray tell
What else you'd have it do?

MABEL RAITZ.

The bicyclist is in touch with the road-maker.

CAN you blame cyclists for having a good deal of feeling over rough roads?

THE REAL FACTS.

The men in carriages can tell
That poor roads don't look very well.
But if they'd know just how they feel
They ought to ride them on a wheel.

QUERIES AND ANSWERS

SCHENECTADY:—The Canadian government circular says that on entering Canada a wheelman must sign a paper telling "the date within which, and the Port where the bicycle will be re-exported." This is the only reference made regarding the length of time a wheelman may stay.

E. C. S.:—The League merely prescribes an official color — royal purple. Members may arrange it and wear it in any manner, or to any extent they prefer. Your suggestion that a purple ribbon be worn across front of cap with League pin in centre may please many.

F. M. EASTON, Local Consul, Altoona, Pa., suggests that each club take purple as one of a combination of colors for the club. His club has purple and cardinal.

SEVERAL INQUIRERS:—Members intending to tour abroad will find it to their advantage to join the "Cyclists' Touring Club." The dues for the first year are \$1.25, for subsequent years \$1.00. Send a stamped addressed envelope to Frank W. Weston, U. S. Chief Consul, Savin Hill, Dorchester, Mass., who will furnish you with application blank by return mail. Our L. A. W. Foreign Marshal resident in London will aid and assist all such with hints, suggestions, etc., on application. **NOTE.**—In all correspondence with L. A. W. or C. T. C. officials, when reply is required, do not fail to enclose a stamped addressed envelope.

J. F. H.:—(1) The *L. A. W. Bulletin*, when speaking of itself in print, uses small type because it is too modest to speak of itself in a loud tone of voice. (2) The figures in the official department of the paper, "Over 126,000, Kentucky, 36—878," mean that the numbers attached to the names appearing therein are to be added to 126,000, that 36 applications for membership in the Kentucky division are printed therewith, which, added to the whole membership of that division, makes a total of 878.

ILLINOISAN:—We know of no law or railroad regulation that says cyclometers must be removed from bicycles carried as baggage. Might as well ask one to take the handles off his trunk.

F. M., Chicago:—L. A. W. members moving from one place to another in the same division may wait until they renew, before getting a corrected League ticket. In removing from one division to

another, the surrender of the old ticket and the payment of ten cents to the national secretary will procure a new ticket.

C. W. C. AND OTHERS:—Consult the Division Road Books. We cannot give information regarding familiar routes.

No. 117,659:—See the new Wisconsin road map.

Blank Verse.

In the centre of the room he dropped it;
He put out his foot and he stopped it,—
But it jumped out of sight,
Like a thief in the night,

That _____
_____ collar button!

HENRY W. ROBINSON, Local Consul of Waltham, Mass., and New England member of the national racing board of the League of American Wheelmen, also one of the fastest amateur riders in the State, and Miss Jennie Morrill, one of the best long-distance riders in New England, and who at one time had more century runs to her credit than any other young lady in this part of the country, were married in full bicycle costume on the morning of August 18, by the Rev. W. E. Knox, at the latter's residence in Waltham, and after the ceremony rode away upon a new tandem, for a tour through New Hampshire.

A **LOUISVILLE** member writes that he was in New York last week and wished to hire a bicycle for an hour. As he was a stranger, the dealer asked a deposit of \$25.00. Didn't have it. Had his L. A. W. ticket. All that was needed. Got the wheel and had a good time. Temporary value of ticket, \$25.00.

THE MORRISON STEAMBOAT CO., 396 Atlantic avenue, Boston, carries bicycles free when accompanied by owners. This line is popular with wheelmen who appreciate its efforts to make their outings pleasant.

The financial question may interest you just now; good roads interest you all the time. — (Clinton (La.) *Age*.)

NORTH HAVEN (CONN.) wheelmen are warned to look out for tacks on the cycle path.

The Seidl Society concerts at Brighton Beach, Coney Island, are enjoyed by wheelmen, for whom special numbers are sometimes placed on the programmes. Ample accommodations for caring for wheels have been provided, and the wheelmen's patronage is encouraged in every way.

MANY political bicycle clubs are being formed for the purpose of parading during the campaign.



Are absolutely uniform in their quality, finish, and pleasure-giving — secured by selling at a fair, fixed price —

\$100 TO ALL ALIKE

Hartfords (\$45 to \$70) are better than most bicycles of the ordinary sort

The Columbia Catalogue is admittedly the handsomest production of the year. It tells fully of the details of Columbias and Hartfords, and should be read and preserved by every cyclist. Free by calling on the Columbia agent, or by mail for two 3-cent stamps.

POPE MANUFACTURING CO.
HARTFORD, CONN.

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.

ALL COLUMBIA BICYCLES ARE FITTED WITH
Hartford Single-Tube Tires

UNLESS DESIGNATED OTHERWISE, WE ASKED FOR
WE KNOW OF NO TIRES SO GOOD AS HARTFORDS.

HARTFORD SINGLE-TUBE ... TIRES ...

ARE THE ...

STANDARD.

The proper exercise of each buyer's discretion is enough to mount every rider on a Hartford Single-Tube Tire.

IF IT'S A HARTFORD TIRE, IT'S RIGHT.

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:

100 Chambers St., New York 136 Lake St., Chicago
910 Filbert St., Philadelphia 8 Queen St., E. Toronto, Ont.
251 First Ave. South, Minneapolis, Minn.

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1759 St. Charles Ave., New Orleans



THE MUD IN THE ROAD IS THE HEAVIEST LOAD.

You can't hear the day break or the night fall. —

EVERYBODY has a right to live right. —

BE GOOD and you will be sufficiently great.

WHAT would your mother say about it? —

CONSCIENCE is a private detective and a vigilant policeman.

UNLESS you are a little better than your neighbors you are not doing anything to raise the tone of your community.

BE GOOD a minute at a time and you can always be so.

Borrowed trouble is poor working capital.

A wood tick and a caterpillar make a poor bed. —

A female scorcher—Helen Lilacs.

THE LAW BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, September 4, 1896.

No. 10.



In "Ole Virginny."

Our lives would find a greater joy,
With less our spirits to annoy,
Were all the roads we travel like
This Shenandoah Valley Pike.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter

Price, 5 cents.

PAID CIRCULATION, 64,609.

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Bicycling Goods...

For Men and Boys.

We append a list of some of the wonderfully low priced goods we sell, and which may safely be ordered by mail.

BICYCLING SHIRTS

WELL MADE AND PERFECT FITTING.

Cheviot Shirts, at 50, 75 cents, \$1.00 and \$1.50.
Madras Shirts, at 75 cents, \$1.00, \$1.50 and \$2.00.
Flannel Shirts, at \$1.50, \$2.00 and \$2.50.

Bicycling Caps, golf style, in plain and mixed cloths, at 25, 50, 75 cents and \$1.00.

Leather Belts, in every desirable style, at 25, 50, 75 cents and \$1.00.

The "Cantail" Belt, good leather, at 50 cents.

Men's Wool Sweaters, at \$1.00, \$1.50, \$2.00, \$2.50 and \$3.00.

Men's Wool Sweaters, with sailor collar, at \$1.50 and \$2.00.

Boys' Wool Sweaters, at 50 cents, \$1.00 and \$1.50.

Boys' Wool Sweaters, with sailor collar, at \$1.25 and \$1.75.

Golf Stockings, at 50, 75 cents, \$1.00, \$1.50 and \$2.00.

MONEY REFUNDED IF GOODS ARE NOT SATISFACTORY.

STRAWBRIDGE & CLOTHIER,

PHILADELPHIA.



A PLEASURE TO CORRECT.

EDITOR I. A. W. BULLETIN:

An article to which my attention has been called in your issue of August 14th, entitled, "Why Not Do Right" (p. 239), which contains an extract from the New York *World*, does gross injustice to the wheelmen who use the Babylon turnpike in passing through Massapequa.

The extract referred to charges the wheelmen with having done considerable damage to the pump and seats which I placed at the side of the road near my place for their benefit, and accuses them of base ingratitude, etc.

Permit me to refute most emphatically that gross libel upon the wheelmen, whom, as a class, are quiet, orderly, and in every respect well-behaved.

As a matter of fact, no damage has at any time been done to the pump or its surroundings, and I feel that it is only right that such an error should be corrected.

The pump is patronized by hundreds daily, and I feel fully repaid for the little trouble and expense incurred by reports of numerous expressions of

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840

**Lovell...
Diamond
Bicycle..**

Our wheels for 1890 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.



JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

*Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles*

gratitude to the unknown donor which have been overheard.

G. STANTON FLOYD-JONES, No. 71, 282.
MASSAPEQUA, LONG ISLAND, Aug. 25, 1890.

HOW TO PRONOUNCE IT.

EDITOR I. A. W. BULLETIN:

As you have devoted some space to the pronunciation of the word *bicycle*, permit me to draw your attention to the fact that originally this word was written "bysicle," owing, undoubtedly, to a mistaken etymology.

Thus I find that in the London *Daily News* for the 7th of September, 1868, the following passage occurs:

"Bysickles and trysickles which we saw in the Champs Elysees and Bois de Boulogne this summer." It may be almost positively asserted that the pronunciation "bisickle" (as I see you record it) is due to an erroneous impression of its correct etymological source.

None of the recent dictionaries so much as record the pronunciation "bi-sigh-cle" (again as you record it), and the latest of these, the "Standard," the publishers of which engaged a staff of eminent lexicographers to decide such moot points, does not acknowledge an alternative form.

Evidently this is a case where usage has triumphed over scholarship.

D. J. O'CONNELL, No. 93, 744.

The G. & J. Offer "3,000 Mile" Souvenir's the thing!



"For Riding 3,000 Miles upon a Rambler Bicycle, fitted with G. & J. Tires," or "on any make of wheel, fitted with G. & J. Tires,"

A BEAUTIFUL GOLD SOUVENIR

With name engraved upon it.

Note 1.—This beautiful souvenir is stamped from a fine quality of gold, made to represent an old worn coin, and should not be confused with the cheap fac-similes which formed a part of the badges of the "G. Rambler Meet Club," at the Louisville L. A. W. Meet.

Note 2.—There is no limit to the number of souvenirs which one rider may earn. He will receive one for each 3,000 miles ridden.

Note 3.—Contestants should register mileage once a week with the local Rambler agent.

Note 4.—When 3,000 miles have been ridden, riders should request the local Rambler agent to send for a "blank application for souvenir"—one for each 3,000 miles.

Note 5.—The contestant having the greatest mileage for the season will receive, besides a souvenir for each 3,000 miles, \$3.00 or \$2.00 in Gold, according to his mount.

Note 6.—Send for the new book, "GOLD," and get full particulars of the "17 G. & J. Offers."

APPLICATIONS HAVE BEEN RECEIVED FROM

A. D. Cooper, Chicago (Mr. Cooper also leads for the greatest individual mileage prize), 2 souvenirs.
W. E. Loud, Springfield, Mass.
C. A. Norcross, San Francisco, Cal.
A. Phillips, Lincoln, Neb.
Jacob Olsen, Los Angeles, Cal.
F. W. Van Huskirk, Mt. Carroll, Ill.

Alex. Hughes, Springfield, Mass.
Sam. Hay, Jr., Chicago, Ill.
Grant Green, Louisville, Ky.
John Leasure, Tacoma, Wash.
J. W. Casak, Edgewater, Iowa.
Walter L. Fry, Williamsport, Pa.
Jos. A. Du Four, Williamsport, Pa.
A. S. Haines, Medford, N. J.

Chas. F. Barkl, Lesterville, S. Dak.
Robt. C. Warren, Terra Haute, Ind.
H. J. Gillingham, Chicago, Ill.
Frank M. Edmonds, Newburyport, Mass.
W. M. Townsend, Syracuse, N. Y.
G. H. Wellington, Los Angeles, Cal.
G. H. Wellington, Los Angeles, Cal.

CLUB MILEAGE.

The Detroit Rambler Club still leads for the \$400 in Gold Prize, for greatest mileage in the club on Rambler bicycles, but have some energetic and determined competitors.

Whether you ride a Rambler or not the "Gold" Pamphlet will interest you. Send for it.

Gormully & Jeffery Mfg. Co.

New England Branch,
174 Columbus Ave., Boston.

Foreign Branch,
Coventry, England.

Riding Academies.

34 Madison Street, Chicago.
1225 14th Street, N. W., Washington, D. C.
930-45 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

TRAMPS AND TRAMPING.

EDITOR L. A. W. BULLETIN:

The l-a-w is "agin" the tramps; and so, I think, is and should be, the L. A. W.; in fact, the spelling with "upper case" indicates to my mind the propriety of a more forceful opposition by the organization than that of the statutes; for wheelmen are directly concerned to preserve the manhood and dignity of their fraternity. From the press reports, one must judge that *The Commewal* goes now a-wheel, no longer afoot, as formerly. To illustrate: under recent date appeared an item in a local paper, which conveyed to the world the momentous intelligence that Willie J. had passed through this town on his wheel. "He travels without money and must beg his way." If he makes a certain distance and arrives back at home at a specified time, he will receive \$1,000 from his father, on a wager between them.

This is one case of many. Now what must be the effect on the vagrant classes of such an example?

I assume that "Willie" is all right, though it's an even chance that his story is porous. What sort of a father, then, would permit a son to humiliate himself to attain a cheap notoriety, so that he could have an opportunity to make him a present? Why the necessity that the young man should go as a pauper? If the old gentleman has so much of worldly goods, the long-distance ride would be just as well accomplished—nay, better—if the boy had

been staked, given a talk on honest dealing, and enjoined to "pay as you go!"

Let us discourage to the utmost the tramp rider, and disqualify from membership any wheelman guilty of pseudo tramp-riding. No. 108,851.

CALIFORNIA GALLANTRY.

EDITOR L. A. W. BULLETIN:

I was on the road from Sequel to Los Gatos, a stretch which most California riders know, at least by reputation. When about six miles from Los Gatos, going down the long hill, I saw a phaeton coming up with four ladies. When the horses saw me, they gave unmistakable signs of preparing to have a "spasm." So, to prevent trouble, I dismounted and backed my wheel into the bushes growing at the side of the road. The fair damsel driving thanked me as she passed, and when they were past I heard an elderly lady on the back seat say, "Well, that gentleman is a gentleman, if he *does* ride a bicycle." The moral does not need to be pointed out. J. LEE BURBECK, No. 97,692.

WATSONVILLE, CAL.

FREE ON BOATS.

EDITOR L. A. W. BULLETIN:

Would call your attention to the fact that wheels are carried free on the Gloucester boats. As many of your readers know, to Gloucester and "Around the Cape," on the wheel and return by boat, makes a delightful day's outing. No. 35,274.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make
"Gold Crank"

**FALCON
BICYCLES**

*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.
New England Branch,
259 Columbus Avenue, Boston.
Factory and General Offices, Yost Station, Toledo, Ohio.

"BUILT LIKE A WATCH"



**STERLING
QUALITY**

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,
CHICAGO.
New York. Boston. Denver.
San Francisco.

EDITOR L. A. W. BULLETIN :

Why is it that every good thing that is given to man and woman must have some one that honestly thinks it is going to ruin the young people? I have only ridden a wheel since the 14th of April, and am nearing the fifty-year mark, and I have only one regret: that I am not thirty, so I might have forty years instead of twenty to enjoy the bicycle. I am presuming that at seventy a man will stop riding. Let me enumerate some of the good things that it does. Used in moderation, it will do the following: Annihilate indigestion, dyspepsia, insomnia, nervousness, etc.; make the cross man good natured; give anyone a good appetite, and is better than the gold cure for drunkenness. I could fill pages with the blessings it showers on men and women.

If the bicycle craze continues, the number of invalids will decrease seventy-five per cent.

Men and women are better for riding together. It puts a wholesome restraint upon both sexes. At picnics that I looked in upon two years ago there was liquor and carousing; the same people on picnics this year were sober, quiet gentlemen and ladies. Why? Two years ago they went to their picnics on the cars; this year almost all of them rode out on their wheels.

If either sex desires to attract attention and become reckless, they will do it whether they ride a wheel or not.

There never was such a temperance wave swept over this part of the United States as is passing over it now. The saloon men say they are ruined; and they lay it entirely to the bicycle.

No. 102,393.

EDITOR L. A. W. BULLETIN :

Apropos of the charge for carrying bicycles on the various railroads, what do cyclists think of the present charge of the Pennsylvania Railroad across the ferries between Philadelphia and Camden,—three cents per bicycle? or, if you buy a combination ticket, five cents for rider and machine? This, too, when the rider must take charge of the wheel, and run it on and off the boat. There may, possibly, be some reasonable ground, not yet discovered, for charging for bicycles on a train, but there never will be for this extortion on a ferry.

No. 112,571.

WHEN left to our own reflections we should be able to determine how bright we are.

SOME men learn enough in a year of travel to bore others for a lifetime.

MANY a man gets soaked buying watered stock.

WHEN you can't go to the picnic always try to have a good time around home.

IS SNORING "sheet music?"

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . .25

Editor: **STERLING ELLIOTT.**

Associate Editor, NIXON WATERMAN.

SEPTEMBER 4, 1896.

TO OUR FRIENDS AND OTHERS.

Mr. Darwin's theory of evolution may not be a "proper" subject for discussion in these columns, but we are very much interested in it, and at our own risk we venture to remark that it is *probably* the true theory. In fact, we have had many illustrations of it in our mail during the last week.

The various stages of intellectual development form an interesting subject for study by the student of animate nature.

That man has degenerated from the lower forms of animal life is evident to all. Take, for instance, his fondness for tobacco, whiskey, and other kinds of "liquid damnation;" his tendency to "shove," in getting into any public place, where seats are scarce; his habit of using his knife, fork and spoon, all at once, so as to insure his part at the boarding house. These evidences all go to prove that at some remote period his monkey ancestors were very slack in the bringing up of their offspring.

It is not even hoped that the L. A. W. BULLETIN can correct all the evils in the world, much as it would like to, but it can mention them incidentally, as it were, and let its readers do the rest.

Human ignorance (of which we are fully conscious of having our share) outweighs all other misfortunes put together. A man will get up in camp-meeting and state in all seriousness that he is a "poor, miserable, ignorant sinner," but it would hardly be safe for a smaller man to meet him on his way home and endorse the statement.

When any one makes a fairly logical argument that we disagree with, our first impulse is to crucify him, or have him prevented by law from any further

Total number printed this week, . . . **67,000**

Sent to paid Subscribers, **64,609**

Samples to Advertisers, Exchanges, etc., **2,391**

offence of the same kind, for it does n't always occur to us that he may be right, or that if he is wrong we should prove it; we simply "holler" through our otherwise peaceful neighborhood, "Away with him!" and, whatever the result, we plod on, feeling to thank God that we are not as other men.

Now that is all wrong, and we should try to overcome the tendency, or, at least, conceal some part of it within our all-too-human heart.

But we digress.

The following is taken as a sample from the mass of correspondence occasioned by our innocent remarks on the currency question, August 14th:

"SALT LAKE CITY, UTAH, Aug. 21, 1896.

"TO THE L. A. W. BULLETIN:

"As a member of the L. A. W., I herewith resent the remarks presented in the L. A. W. BULLETIN of Aug. 14, 1896, in the article entitled 'The Value of a Dollar,' as being altogether out of the province of the editor of the BULLETIN to inflict his views of the financial question on the members of the L. A. W. We may be talking and doing no thinking, as the editor remarked, but that remark is just as narrow-minded as the State in which the worthy editor resides is small. According to the United States statistics the average intelligence of our State is away above that of the worthy editor's place of abode; therefore we claim a trifle better head-piece than the average bean-eater. 'What is a dollar?' The price of one year's membership in the L. A. W.; and that is all the worthy editor should know on the financial question when writing editorials for the BULLETIN."

We omit the name of the writer out of respect for his feelings, though if he is sufficiently proud of the letter, when he sees it in print, we can give the name later.

Many letters were much worse than this, and contained language that was hardly polite. To all such writers we say you are forgiven. Read Darwin if you have time, but don't feel obliged to.

To the many letters of commendation, and those of kindly criticism, we answer, "Thank you," and to all, we say that the L. A. W. BULLETIN will continue to be issued Fridays at the same old stand.

If you like it we would be pleased to have you read it.

Let your watchword be "Progression,"

Have a purpose high and grand;

Keep right up with the procession

If you wish to hear the band.

WHAT civilization and culture will do for mankind is clearly shown in the awful superiority of the college yell over the war whoop.

Try to look pleasant. It will make it easier for yourself and others.

A good liver is to be chosen rather than great riches. Health is everything.

Too Many

concerns with limited capital have embarked in the manufacturing business, and these same concerns have had *still less experience* than capital. They have not only failed to possess an understanding of the intricate processes of bicycle making, but have lacked training in the commercial school, through which every successful man must pass. — *Bearings Editorial.*

Without experience, few bicycle makers succeed. Years ago it was different, no maker had **much** experience.

NEW CLIPPERS

are made in a 7 year old factory, and marketed by men with a bicycle commercial training of nearly fifteen years experience.

A
M
E
R
I
C
A"T"
"R"
"U"
"S"**America Cycle Mfg. Co.**

73-75-77 FULTON ST., CHICAGO, ILL.

THE COMING WHEEL.

We have been asked to tell our readers what the next year's bicycle will be like.

We don't know.

There seems to be a strong probability that in price, style and most of its essential features, it will closely resemble this year's pattern.

But we don't know.

We believe the men who have millions and millions of dollars invested in the manufacture of bicycles will do all they can to suit the requirements of prospective purchasers. That's what they're here for.

We know about everything, we guess, but we do not feel as should we should deem it our duty to tell the manufacturers how next year's wheel should be built. Let us be patient with them. They are doing the best they know how.

Supposing a manufacturer had some new wrinkle he is going to bring out in his '07 wheel. Do you think he would tell us in advance of the trade? Not once in a hundred years. It would be good enough to keep.

We don't know much about the next year's wheel, except that it will be the best, the finest, and the cheapest that the highest skill, unlimited capital, and the keenest competition can produce.

If GERMANY gets hard up it can pawn the Watch on the Rhine.

SEPTEMBER JOYS.

To the cyclist, September is about the most enjoyable month of the year. It is not too hot and not too cold. Just a delightful, exhilarating "alf an' 'alf."

Let those ride now who never rode before,
And those who always ride, now ride the more.

The rider is not likely to be too warm. He can regulate his clothing so as to be not too cold. And there you are. With these points settled the health of the rider can be assured. Excessive heat and excessive drinking of cold water cause most of the distresses occasioned by cycling in mid-summer.

The roads at this season of the year should be at their best, and the landscape is interesting as at any season of the year. Ripened fruit is now in evidence everywhere, and the riches of the maturing year are happily apparent.

Burnish up your wheel, now dusty with the mid-summer service, and prepare to ride it a little faster and a little further than you have before.

For the man who won't take a brisk spin on a cool day is as much an object of pity as the one who insists on scorching when the thermometer is away up in the nineties.

There is lots of cycling joy in September, if you know how to get at it.

It sometimes seems easier to do wrong than right, but it hardly ever is.

TO BICYCLE RIDERS

WE MAKE OUR TUBE —
OF FIFTY CARBON STEEL

Because a Tube like this of

.50%
CARBON
STEEL

Is just as strong as
a Tube like this of

.25%
CARBON
STEEL

BICYCLE...
...SAFETY

depends almost wholly on the
strength of the tubing used. The
steel for our tubing is selected for
its especial resistance to bicycle
strains, regardless of expense in
the manufacture. ❀ ❀ ❀ ❀ ❀

The margin of safety is greatly
increased by the use of this tube.

Every bicycle manufacturer
should use it; leading ones do.
Every dealer should demand it;
every rider should insist on hav-
ing it. Send for Catalogue ❀ ❀

❀
THE POPE TUBE CO.
HARTFORD, CONN.

While WEIGHT FOR WEIGHT in a Bicycle FIFTY CARBON STEEL will last so long

and TWENTY-FIVE CARBON STEEL will last only so long

Highest
Grade



Highest
Price

MINNEAPOLIS, MINN., August 15, 1896.
RECORD PEDAL MFG. CO., BOSTON, MASS.

Gentlemen,—This is my first year in the bicycle business and I have sold ——— wheels this season. (Of course, to begin with, I did not know the difference of quality in pedals. I know now. Only one firm of those I deal with furnished your make of pedal; the rest furnished a combination make that has given me more trouble, caused more complaints and taken up more of my time than repairs on all other parts of the wheel put together. I have lately ordered 20 pairs of your pedals from ——— of Chicago, in exchange for the above mentioned combination make. I enclose you two dollars, for which please send me some parts that are most liable to break or wear out on your pedal, and I would also be pleased to have you send me a pair of your '07 make.

Assuring you that every one of the wheels I handle next year will have Record Pedals on, I remain,

Yours very truly,

[SIGNED.] A. N. ANDERSON.

COMMENT UNNECESSARY.



Record Pedal Mfg. Co.,

239 Columbus Ave.,
Boston, Mass.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THAT WHEELMEN CONSIDER
DOUBLE-TUBE TIRES THE BEST
IS SHOWN BY THE FACT THAT AT LEAST 65
OUT OF EVERY 100 WHEELS BUILT IN 1896 HAD
MORGAN & WRIGHT QUICK REPAIR TIRES

MORGAN & WRIGHT
CHICAGO

WHERE THE DANGER LIES.

The bicycle is no more dangerous than a wheelbarrow or a baby carriage, but there are more dangerous people using or abusing the first-named vehicle.

If the nurses propelling perambulators should insist on keeping their eyes on the ground while they push the carriages at a scorching rate, there would be lots of accidents happen on fairly crowded streets, — but not on account of the baby carriages. It would be the fault of the ones pushing them.

Anything is dangerous in the hands of a dangerous person. There are enough hat-pins in the world to murder the whole feminine half of the race if they stuck them through their heads instead of through their hair. It is the care they exercise in the manner of using them that prevents the wholesale slaughter of the fairer sex.

We presume one man might hit another with a hymn book so hard as to inflict great bodily injury; but that isn't what a hymn book is for. It isn't dangerous unless a dangerous person is back of it. It's the same way with a hat-pin and with a bicycle.

A bicycle is, of itself, not dangerous. Leave it alone and it will lie down, if nothing prevents, and would never lift a finger to hurt any one. In the control of a reasonable person and used for its legitimate purpose, it would in no wise be considered a dangerous thing. In the hands of a

scorcher it can whisk around the corners of crowded streets and spread devastation and distress.

Because some wrong-minded wretch uses an innocent match with which to set fire to a city is not a good and sufficient reason why matches should be considered dangerous and be done away with.

But dangerous men should be suppressed as summarily as possible. Fools make trouble.

A PLEA FOR PROFESSIONALS.

For some time the L. A. W. has been demonstrating to pay mind what is figuratively known as biting off its nose to spite its face. There are thousands of men who would be glad to join the L. A. W., who are barred by that myth "that they are professional." Is a man any worse because he is a professional? Is 'nt he a wheelman subject to all the conditions of an ordinary wheelman, and can't he enjoy with equal rights the advantages of the L. A. W., and still be a gentleman as much as an amateur, and in many cases a little more so than some who are amateurs? There are getting to be so many professionals that if something is not done quickly the L. A. W. will lose these men to another organization, who can enjoy privileges equal to the L. A. W. from which they are banished.

No. 87,135.

It is hard for a man with a good cook to be a cynic.

S.I.I.

SINGLE-TUBE TIRES.

S.I.I.

AS TO SINGLE-TUBE TIRES.

- 1894.—Comparatively few wheels in this country were shod with Single-Tube Tires.
 1895.—Probably over one-third of the wheels were so shod.
 1896.—Not less than one-half of the wheels IN USE are so shod.
 1897.—Will see a much larger number of wheels shod with Single-Tube Tires than in 1896.
 When a body acquires momentum it keeps on moving; so with trade.

What Does This Increase Mean?

It means that while wheelmen know a "good" tire when they see it (and everybody says it is a "good" tire), they have also decided for themselves which is the **best** tire, and that is the **Single-Tube Tire**, manufactured under the Tillinghast patents, by only the following named reliable firms and companies.

THE POPE MANUFACTURING CO.
 THE NEW YORK BELTING AND PACKING CO., Ltd.
 THE BOSTON WOVEN HOSE AND RUBBER CO.
 THE REVERE RUBBER CO.
 THE NEW YORK TIRE CO.
 THE DIAMOND RUBBER CO.
 THE B. F. GOODRICH CO.
 THE MECHANICAL RUBBER CO., of Chicago.
 THE HARTFORD RUBBER WORKS CO.
 THE HODGMAN RUBBER CO.

THE NEWTON RUBBER WORKS.
 THE HARTFORD CYCLE CO.
 THE KOKOMO RUBBER CO.
 THE MECHANICAL RUBBER CO., of Cleveland.
 THE INDIANA RUBBER AND INSULATED WIRE CO.
 THE SPAULDING & PEPPER CO.
 THE PEORIA RUBBER AND MFG. CO.
 THE IDEAL RUBBER CO.
 L. C. CHASE & CO., of Boston.

All Others are Infringers.

Suits have been brought in every United States Circuit.

If further information is desired write to the owner of Tillinghast patents,
 Theodore A. Dodge, Equitable Building, Boston, Mass.

S.I.I.

SINGLE-TUBE TIRES.

S.I.I.

CUPID AND THE WHEEL.

Is the bicycle a match-maker?

The preachers, whose privilege it is to unite blissful young pairs in the holy government bonds of wedlock, say "yea, verily." When they discern a lover and lovee tandeming about on the gloamingest sides of the streets, they at once add another wedding fee to their prospective assets.

And the single wheels are as conducive to double-ness, so they say, as are the ones built for twin happiness.

As a while-you-wait match-maker, the bicycle, it would almost seem, must set the pace, and there is nothing else in its class.

First of all it enables young couples to find the sort of surroundings suited to their wishes, and to obtain that rare atmosphere in which, alone, the sensitive flower of love dares to blossom. "There are moments when we want to be alone," or, at least, to choose our own company. The bicycle makes it easy.

Thanks to the encroachments of age, with its attendant stiffening of joints, the old folks seldom ride bicycles, and so the young people, by the very force of circumstances, must wheel away out along the shady lanes, all, all alone. But young people do not mind lonesomeness when there are two or more than one "two" of them to share it.

And the chaperone,—well, somehow she has'n't been able to keep up with the bicycle, but they say

she is learning to ride, and so she'll no doubt be tagging along soon. She will find it very difficult to keep within hearing distance of all that is said, and seeing distance of all that is done. And, besides, when she rides the wheel she will feel "just as young as she used to be," and she won't, for the world, lay a straw in Cupid's way.

And the maiden aunt who "from the beginning" has gone driving with the young people,—well, there is no place for her on the tandem. And, besides, she thinks the bicycle is an invention of Satan. She is now almost wholly forgotten and is partially forgiven.

Ah, yes! and there's another —
 He's the trying little brother,

The little brother has been a thorn in the side of parlor courtships ever since courtships and little brothers have been in existence.

Alas! how many a young man, kneeling by the parlor sofa at the feet of his guiding star, has had his swelling declaration of affection punctured by the suppressed titter of an innocent little brother, in hiding behind some of the parlor furniture. Or the piece may have been spoken while the pair were riding in a carriage, blissfully unaware of the awful fact that a mean little boy was hanging on to the rear of the carriage, hearing every word.

Once upon a time it was thought by many that the hammock was invented by Cupid for the purpose of booming his business. But a hammock is

Good Roads— Good Wheels

*Let the riders use every effort to
obtain the former—*

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.

too much like the leopard,—it cannot always change its spots very readily. If a hammock possessed the power of locomotion, and could go silently stealing away off through bosky dingles and shady dells, it would be about as good as a bicycle. But it can't. It is fixed to one more or less eternal spot; and that spot is usually in plain sight of a window, at which sits an envious, mean, watchful, gossip person, whose hammocky days have gone sadly whistling down the dream of things that were.

And there's always an electric light in the street, right in front of the house. In the name, and on behalf of thousands of spooney pairs, in this light-distressed land, we ask, O, Mr. Edison! why did you? The pale, flickering gaslight, the moonlight, the starlight, any or no light was a great plenty.

But the bicycling pair does n't care a rap. Love has laughed at locksmiths for ever and ever so long, and now he is giving the gleeful "Ha, ha!" to most everything else, and all because the young people ride bicycles.

A cycling pair that does not become engaged in thirty days, including the twenty-nine intervening evenings, certainly do not make the most of their opportunities.

"T is love that makes the world go round." And the same power has more or less to do with making the bicycle wheels revolve. The bicycle is Cupid's carriage.

OYSTRE-R-S are ripe enough to pick.



Coasting Contests

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires: they make the bicycle run easily.

Your Catalogue tells why. *Send for it.*
The Palmer Pneumatic Tire Company, Chicago

DON'T BLAME THE SECRETARY.

In many of the States, notices are sent out to members who do not renew their membership promptly, and in these notices their attention is called to the principal fact and a request made that the matter be promptly attended to.

It often happens that a member renews by sending his dollar to some State officer. These names are sent in by the said officer perhaps weekly. The name in question may have been received just after the present week's names were sent in. This would leave it in the hands of the officer for a week. Then, through some delay in the mail, it may reach the National secretary just after his renewals may have been entered up for that week, and the name may have been sent with a list of delinquents to the State officer, and before another corrected list is received the gentleman in question may receive another notice saying that he has not renewed.

In the same way it often happens that one and even two copies of the L. A. W. BULLETIN may be sent to a certain address after the day on which the addressee may have written his advice to us to change his address.

We hope our readers will kindly bear in mind these ungetoverable facts, and not feel offended if their wishes are not apparently acted upon promptly.

If you have renewed your membership and received a new ticket, pay no attention whatever to subsequent notices, as they will cease eventually.

The Trump Cyclometer

The Most Perfect Recorder Made
for Bicycles.

NEAT
—
NATTY
—
NOISELESS
—
CAN BE
SEEN AT
A GLANCE
FROM THE
SADDLE



REGISTERS
10,000
MILES
BY TENTHS
—
WEIGHS
LESS THAN
2 OZ.
—
Water Proof
—
Dust Proof

Retail Price \$1.50.

Send for Catalogue which contains other
wheel novelties.

THE WATERBURY WATCH CO.

WATERBURY, CONN.

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which
is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

• • • •

ELLIOTT CHEMICAL WORKS,

NEWTON, MASS.

MY BICYCLE GIRL.

BY "CHESSY CAT."

Two laughing eyes, wondrous brown,
Under a straying brown curl;
With mischief, I see,
They're as full as can be,
Fearing no chaperon's threatening frown,
Those eyes of my bicycle girl.

Two lips like rubies has she,
Setting my heart in a whirl:
Whispering low
Things no other may know,
Foolish sweet nothings which mean much to me
From the lips of my bicycle girl.

Two little hands on the bars,
Through life's bewildering swirl,
Fingers so small
Hold my heart in their thrall,
And life is worth living when under the stars
I ride with my bicycle girl.

Two feet so dainty and small,
More precious than ruby or pearl.
No other to me
Can so beautiful be
As I dreamily ride where the shadows fall
With my dear little bicycle girl.

Happy through life may she wheel,
Not longing for baron or earl.
If I might but ride
Through the world by her side
No emperor ever so happy could feel
As I and my bicycle girl.

A ST. LOUIS DISCRIMINATION.

The Committee on Transportation of Missouri Division L. A. W., have lately had their attention called to discrimination against wheels by the St. Louis Transfer Co. The facts are found to be that the Transfer Co.'s minimum charge for hauling trunks about the city, inside the regular distance limits, is 25 cents; for bicycles, whether in trunk, crated or loose, 50 cents. This discrimination is based on the allegation that a bicycle is more difficult to handle than a trunk. Any wheelman who doubts this can test it to his satisfaction by shouldering a 150 pound trunk down a couple of flights of stairs and into a wagon, and then carrying his 23 pound wheel over the same route. Those who wish to avoid this discrimination can do so by having their hauling done by the Walton-Knost, King's Block's, Excelsior, or other baggage express companies, or the expressmen at the 20th street door of Union Station, all of whom carry a wheel at the same price as the Transfer Co. carries a trunk. It is proper to state that the St. Louis Transfer Co. alone can check baggage from residence to destination, or on the cars, for those arriving; also, that at points beyond the limits where the Transfer Co. charge for a trunk is 50 cents or more, the charge for a wheel is the same.

THE man who robs hen roosts knows what it's
like to receive blessings from above.

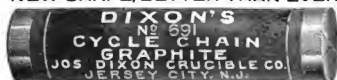
ON THE TRAINING TABLE Evans' Ale and Stout

are preferred
because:

they are absolutely pure, and, unlike other bottled Ale and Stout, contain no dead yeast cells (commonly known as sediment), so irritating to sensitive stomachs.



NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

POSITION IN THE SADDLE.

In a free booklet entitled, "The Bicycle and Saddle; Their Relationship X-Rayed by Reason," by Charles E. Vail, Salt Lake City, Utah, is the following on the much-discussed subject of position:

"The correct position of a rider in the saddle is a much-discussed and disputed question. THERE IS BUT ONE. Again the saddle horse and rider are called as witnesses. Their testimony is indisputable; each should assist the other. The rider, looking to his own ease and safety as well as to the comfort of his mount, sits *IN*, not upon, the saddle, and is ever vigilant in his accommodation to the horse's motion, gait, speed and character of road, all taken into consideration. A horseman's mind is never off his horse, consequently he is never caught napping. A cyclist's mind should exercise the same precaution. Eternal vigilance will save one's wheel from disaster and prevent bodily injury.

"The correct position is a forward inclination of the body, to the limit that the body can sit upright in the saddle without depending upon the handle-bar. This position admits of the body having its full limits of equilibrium, and the handle-bar, saddle and pedals constantly at command. By following this simple rule the rider always has the wheel completely under control, and is prepared, when surprised, to transfer his weight to any part of the wheel—even to throw himself off of it entirely, should danger demand—while at all times accom-

MILWAUKEE BEER IS FAMOUS PABST HAS MADE IT SO.

If you have been sick

Pabst...
Malt
Extract

The "Best"
Tonic

will brace
you up....

THE ART OF BREWING WAS DEVELOPED BY THE GERMANS

modating himself to the wheel's action and road conditions, to the fullest attainment of safety, comfort and speed, if desired."

THE OHIO LAW.

The matter of fixing charges for carrying wheels is now being considered by railroad managers, and the Erie is preparing to test the legality of the legislative enactment which declares that bicycles must be classed as baggage and transported free. The company has been charging for carrying wheels in inter-state transportation, for instance, between Chicago and Jamestown, N. Y., but for local service in towns in this State no assessments against wheelmen have been made. The Erie requires the owner of a bicycle to personally care for his machine, to place it in the baggage-car, and remove it. The purpose is to discourage the transportation of wheels. If a bicycle rider reaches the depot a few seconds before the train pulls out, he is ignored, it is said, and he can remain with his bicycle or board the train alone. When the owner of a wheel, who is going East, places his machine aboard a train, he finds that, if he is unfortunate enough to have to change cars, that he must care for his bicycle. Almost anybody would consider this a nuisance, especially at 2 o'clock in the morning. The company assumes no responsibility, and is doing its utmost to make the carrying of wheels obnoxious.—Cleveland (O.) *Leader*.



THE MATCHLESS
"STEEL GENDRON"

THOUSANDS BUY IT!
THOUSANDS RIDE IT!
THOUSANDS PRAISE IT!

Many bicycles are found wanting, but the "STEEL GENDRON" never disappoints.

"Reliance" Bicycles are better than most high grade wheels.


OUR CATALOGUE FREE
Gendron Wheel Co.
TOLEDO, OHIO.

THE 1896 "SEARCH-LIGHT"
HAS A
RIGID BRACKET
And will not jar out.
The only first-class Bicycle Lantern on the market.
Price \$5.00, delivered free.



Its other exclusive features are: A double grip which attaches to either post or fork, a packed reservoir for either kerosene or naphtha, protected surfaces that cannot tarnish, and a powerful lens. Used by and a great favorite with
CYCLISTS, CANOEISTS, BOAT CLUBS AND CAMPERS.
Equally effective on Carriage Dashboards.
Bridgeport Brass Co., Bridgeport, Conn. Send for Circular No. 72.
Or, 19 Murray St., N. Y.; 85-87 Pearl St., Boston; 17 N. 7th St., Phila.

...ON AN **ORIENT**



Earl Bovee, at Binghamton, N. Y., broke the $\frac{3}{4}$ Mile World's Record, in 1:25, and tied the Professional Record for that distance.

The Orient Leads the Leaders.

Branches in all principal cities throughout the country.

WALTHAM MFG. CO.
Main Office and Factory, Waltham, Mass.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models
for 1896

Model A registers 1,000 miles and repeats, weight, 2½ oz. Price \$1.00.

Model B registers 10,000 miles and repeats, weight, 2½ oz. Price, \$1.50.

Model C registers 100,000 miles and repeats, weight, 1½ oz. Price, \$1.75.

TRENTON WATCH COMPANY,

TRENTON, N. J.

GOOD ROADS AND POLITICS.

EDITOR L. A. W. BULLETIN:

No time in the past has there been an opportunity equal to the present for the wheelmen of America to accomplish so much as in the next ninety days.

The great political struggle is on, and while the main issue is not "Good Roads," we can demonstrate to the "powers that are to be" that we are of such a number that due consideration must be given us on account of our votes and the influence we can exert in National politics.

Up to date neither party has given us any startling amount of material consideration, but the Republican National Committee, at Chicago, has seen fit to recognize the wheelmen by setting apart for them one of their rooms, and are doing all in their power to make them feel that they, in a measure, recognize our importance.

The State Central Committee is urging the local workers to "organize the wheelmen." Our city has a Republican wheelmen club, and the Democrats will soon follow.

For the present our object should be to *show our numbers*, and the recognition will come of itself.

If, when the first day of November comes, the total number of members of political wheelmen clubs in all parties aggregate a quarter or half million voters, it will give us a precedence that it would take years of talk and good literature to obtain.

With the politicians it is votes that count, and the

thing we must do to succeed is to show our strength.

Therefore, we should urge our L. A. W.'s, without regard to party, to organize political clubs, and organize them quickly. Enroll every wheelman in the cause, and the organizing of these clubs will say to the party in power, "We are a factor in politics, and demand that the great cause of 'Good Roads' be given consideration."

Let us so work that in four years from now, when the platforms at the National conventions are being formed, they will say, "We are in favor of the roads throughout our country having a share of our National treasure expended on them, as well as the rivers and coasts."

Twenty miles south of here is the "Old National Road," one of the few built by our government, running from Washington, D. C., to St. Louis. So great were the influences of this road upon the destiny of the Mississippi and Ohio Valleys, that today they are a half century in advance of what they would have been had it not been for this great highway.

However, the discussion of the advantages of Good Roads is not my object, but the bringing to political notice the strength of the voting wheelmen; to that end let us lend our every effort for the coming three months, and the fruit of our efforts will be a boom for Good Roads that will continue to grow until the mud tracks and cow paths will cease to be called "roads," and cruelty to wheelmen and horses will be a thing of the past.

No. 84,798.

ANDERSON, IND.

BICYCLE APPLIANCE CO.
THE SIMPLEX
 TRADE MARK
 REGISTERED
 (PATENTED)



1004 Walnut St.
 SALESROOM,
 1346 Chestnut St.
 PHILADELPHIA.

With Tapering Rubber Plugs, is the Ideal Repair Outfit.
 Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.
 SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, \$1.75.
 ILLUSTRATED BOOKLET FREE.
 Electric Cloth will Clean Everything. Try it on your Dirty Cork Handles.
 Send 10 cents for Sample Cloth. Descriptive Circular Free. Agents and Canvassers Wanted. Write us.



Automatic Brake
 FOR BICYCLES.
 DESCRIPTIVE CIRCULAR ON APPLICATION.
 PAT'D APRIL 10, 1906.
 PAT'D MARCH 3, 1906.
BAILEY MFG. CO., 189 La Salle St., CHICAGO.

An Expert Dash Maker

Who has had twenty-one years' experience in the manufacture of carriage dashes, both by hand and machinery, is now out of employment, owing to the closing of the business with which he was employed.

Any manufacturer wishing the services of such a man, may address,

A. O. DEARDURFF,
Columbus, Ohio.

BICYCLES ON NEW ENGLAND RAILROADS.

The agitation begun last winter in the Massachusetts legislature having for its object the carrying of bicycles as baggage, was started by a bill which was offered by Senator Quinn. Although I knew nothing of this bill until it was on the calendar, I at once acceded to the wish of Senator Quinn and took part in the hearings that were held. I have always believed that if a State law were passed governing this subject, it would place us in a fixed position, so that any change would involve as much politics as was required to pass the original bill.

If the law fixed any charge, however slight, it would give the railroads for the first time a legal right to make a separate charge for transporting the bicycle of a passenger. This is a right which is at present assumed by the railroad people, but has not been passed upon by the higher courts.

We were met by the committee on railroads with the argument that we should come to a State legislature with a matter of this kind only as a last resort, and that we had not exhausted other means of accomplishing what we sought.

Accordingly we consented to the passage of a resolution which turned the matter into the hands of the State Railroad Commissioners. A preliminary hearing was given, and soon after that I was advised that the principal railroads centering in Boston, while they had fought any attempt at the

New Roads and Road Laws

IN THE UNITED STATES,

By GEN. ROY STONE, Special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every I. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - Boston, Mass.

☐ Sent by mail on receipt of \$1.00.

The Hit of the Season.

An Aluminum Fob.

Every cyclist should have one. 37,000 already sold. Mailed for 26 cents
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
 Special prices to dealers and agents. *Makers of Indiana Chains*

passage of a law, were willing to consider the advisability of making a voluntary reduction in rates, and asked if the wheelmen would be willing to agree to the adoption of a reduced schedule. After many interviews and two meetings of the New England Passenger Association, the following schedule was agreed to by the railroads and submitted:

WHERE TICKET RATE IS

CHARGE FOR BICYCLE WILL BE

\$.05 to \$.74	10c.
.75 to .99	15c.
1.00 to 1.49	20c.
1.50 to 1.99	25c.
2.00 to 2.49	30c.
2.50 to 2.99	35c.
3.00 to 3.49	40c.
3.50 to 3.99	45c.
4.00 to 4.49	50c.
4.50 to 4.99	55c.
5.00 to 5.49	60c.
5.50 to 5.99	65c.
6.00 to 6.49	70c.
6.50 to 6.99	75c.
7.00 to 7.49	80c.
7.50 to 7.99	85c.
8.00 to 8.49	90c.
8.50 to 8.99	95c.
9.00 to 10.00	\$1.00

The result is that the above schedule will go into

CLEAN YOUR BICYCLES with "Three in One."
Prevents tarnishing and rusting. Polishes the frame. The only
lubricant for chain and bearings. Never gums; clean to use.
Ask your dealer for it, or send 10 cents for sample in a Star Nickel
Oil Can. **G. W. COLE & CO., 111 Broadway, New York.**

PRIZE MEDALS JOHN HARRIOTT 3 WINTER ST. BOSTON, MASS. PINS

FOR SALE. A 4 x 5 long focus Premo hand camera, 3
plate holders, extra fine R. R. lens and Victor shutter; cost
\$37.50; will sell for \$25.00. **W. B. K., Central House, Marl-
boro, Mass.**

LOST. Cyclist who picked up banjo, evening of Aug. 20th,
on Ocean Avenue, Asbury Park, can find owner by address-
ing **GEORGE D. COOK, 581 Broadway, New York, (Reward).**

STOLEN. "Spalding" bicycle; '95 pattern; No. 30,225.
Notify **W. T. ROACH, Carthage, Mo.**

STOLEN. "Waverly" bicycle; '96 pattern; No. 62,787;
olive green frame; taken from Hotel Langham, Boston, Aug.
28, 1896. Notify **G. R. TWICHELL, 72 Water street, Boston.**

STOLEN.—On evening of August 26th, from the stable of
Mrs. Curtis, Cedar Lawn House, Broadway, Far Rockaway,
L. I., a "Cleveland" bicycle, pattern '95, No. 33,053; Christy
saddle. Notify **R. L. DAUS, 26 Court St., Brooklyn, N. Y.**

STOLEN. "Invincible" bicycle, made by A. E. Johnson;
no number; gear, 77; rams horn adjustable ideal bar; 3-16
inch Baldwin chain; black enamel; nearly new; Brooks sad-
dle; inlaid wood rims; 1 1/4-inch N. Y. single-tube tires; ex-
tremely long wheel, base tire of rear wheel being 4 1/2 or 5
inches from hanger; 24-inch frame; ball oilers in the ends of
wheel shafts. Notify **A. E. JOHNSON, N. E. Conservatory
Building, Boston, Mass.**

effect throughout New England on October 1st,
while the original attempt was in the interest of
Massachusetts only. It is simply a reduction in
prices agreed to by all the railroads east of the
Hudson river, and does not restrain or obligate the
wheelmen in any way whatever, except as follows:

I personally have agreed with the railroad man-
agers that, until the legal status of the New York law
is determined, it is wise for us to give this new
schedule a trial, since it in no way interferes with
any future action on either side should conditions
change, and in making that agreement it is fully
understood that I am acting for myself alone.

I find that over eighty per cent. of the bicycle
business comes inside the ten cent price, and I
understand that bicycles will be checked and treated
as baggage and that the railroad companies will be
entirely responsible for their safety, also that the
baggage cars in New England are to be fitted with
some safe means of storing wheels.

STERLING ELLIOTT,
Chief Counsel.

A NEW JERSEY member says the distance from
Bushkill to Delaware Water Gap is thirteen miles,
and not three miles, as given in New York Division
Tour Book.

FOOT-BALL is sprouting.

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel
and fastened to waist by adjustable binding.
thus combining all sizes in one. The ease of
putting them on or taking off, the rapidity of
adjustment or loosening temporarily, are advan-
tages found in no other supporter. All of Amer-
ica's prominent Foot Ball Players, Athletes,
Cyclists and Laramen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

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Brockton, Mass.

IF YOU DON'T (We do)

Like the L. A. W. BULLETIN, try

GAMELAND,

The tourist wheelman's illustrated magazine. TRY IT, ANYHOW. It
costs One Dollar per year. L. A. W. members can have it for fifty cents—
half price,—provided their membership number is given when subscribing.
Send for a free sample. L. A. W. 95012 publishes it.

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HOW BICYCLES ARE MADE

Tools and Processes.

AMERICAN MACHINIST,

286 Broadway, New York.

Publish more matter on this subject than any other publication. Write to them

Road Rights and Liabilities of Wheelmen

By GEORGE B. CLEMENTSON.

Treats fully the rights of wheelmen in their use of highways, streets,
alleys, sidewalks, etc. The liability of individuals, cities and towns, for
injuries to wheels and wheelmen. The liability of wheelmen for injuries to
others. This book cites about 350 cases, and is a carefully-written law book.
One volume, pocket size. Price, paper, 50c.; cloth, 75c., sent postpaid on
receipt of price.

Address, **STERLING ELLIOTT, Boston.**

THE "good road" brigade, under the leadership
of Col. Harry Hodgson, is preparing its line of
battle. Yesterday scores of canvas placards orna-
mented scores of horses about this city. "I want
good roads" was the mystic legend which covered
the placard, and this is the slogan which will ring
out upon the air for a goodly number of months
unless the efforts of the gentlemen who are interested
in the movement avail naught. It is the desire to
enroll under this banner all the men in the State who
own horses or teams, and by a mutual co-operation
induce a beneficial action in the matter of the per-
manent improvement of the thoroughfares of the
city and country. It is expected that in the course
of the next few weeks, through the good offices of
the League of American Wheelman, there will be
held in this city a monster mass meeting, by means
of which it is expected there will be a general hue
and cry for good roads.—New Orleans Times-
Democrat.

THE thermometer no longer suggests a torrid
climb.

SHOULD pugilists wear claw-hammer coats?

DOES golf supply the missing link in out-door
sports?



LEAGUE

**LIGHT,
FAST
MADE
TO LAST**

TIRES

LEAD

USE YOUR OWN GOOD JUDGMENT WHEN BUYING TIRES. THE MERITS OF THE LEAGUE APPEAL TO GOOD JUDGMENT. BOTH SINGLE AND DOUBLE TUBE. MINUTE REPAIR KIT FREE WITH EACH PAIR.

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MAKERS OF RUBBER GOODS FOR OVER 50 YEARS. N.Y.C.

A BOY AT FORTY-FIVE.

I have known Hansen from early days. As a boy he was studious, sober and slow. Occasionally he took a methodical hand in "Barn Tie,"—a game of ball now obsolete,—but he did not appear to have much live interest in it. We, his playmates, thought if he grew up to help the world along he would be most successful as an undertaker. He had the "melancholy cut" suited to the business.

When Hansen was thirty he was an old man in appearance, wearing a full beard and sombre black clothes; he would fly as soon as he would wear a light suit. At forty-five he had settled into the ways of a man hopelessly old—eighty odd; the corners of his mouth fell in (mouth corners fall in always when the muscular action necessary to produce a smile is abandoned) and gave himself up, apparently, to "melancholic and distressful" old age.

About this time, one day, I sprang from my wheel directly in front of Hansen, who was standing on the curbstone. I thought that I was rigged out rather smart that day in knickerbockers, russet shoes, negligee shirt, blue tie and white golf cap. Hansen wore his prim and warm Prince Albert suit. He looked at me in a way I did not like, and it was, as said, "I pity a man so lost to sense and reason." As he surveyed me, disgust, sorrow

(for a lost soul, probably,) and depressing melancholy were expressed in his sad countenance.

"Ride a wheel, Hansen?" I asked. Probably he would have been less offended if I had asked if he had escaped from the penitentiary. He had not words to express the great protest that appeared to be struggling within him. And I left him feeling that it was my duty to give him a bit of my mind when the occasion was ripe,—to give him a tongue thrashing and lashing, for no man likes to be called a fool, even when only the eyes speak. Six months later I was standing on the street corner waiting for a car, when I saw a man approaching at a good pace on a wheel. What! Was it possible? Could that be Hansen? He did not see me, for he was intent on a temporary blockade at the street corner. As he slackened his pace, I stepped into the street and took him by the collar.

"If you are Hansen,—one Ichabod Hansen, formerly of Quagmire Cove,—come down. I've an account to settle with you."

He laughed as he dismounted; and I was still in doubt, for I could not remember the time when Hansen laughed.

"Hansen," I said, severely, "if you are Hansen, without a beard the last time I saw you, you cast your eyes offensively over my knickerbockers and the rest of my rig, not half so loud as yours, and now I find you wearing two-inch plaid knickerbockers and stockings—well, I've never seen any so brilliant—yellow clocks and a red checker board around the tops, a blue spangled shirt, a flowing pink tie and a mottled green golf cap. And yet six months ago you escaped a thrashing by a hair's breadth for looking with disdain upon a modest suit. Why, your suit reminds me of the National colors, with the flag of Hibernia thrown in. Now, I want an explanation and an apology."

"You shall have both," laughed Hansen (the second time I heard him laugh in an acquaintance of forty odd years). "My boy had a wheel,—then, of course, his sister must have one. The fever, once started, had to have its run. When my wife began to ride I thought the world was done for me. But at last I came to the conclusion that if the greater part of the world was determined to make a fool of itself the other part would be considered the greater fool. So I joined the procession, and here I am."

"And how do you like it?"

"Like it! I have not had so much fun since I was a boy. Why, I'm a boy again!"

He may be a boy, but not a boy *again*. He is a boy the first time in forty-five years.

PROVIDENCE, R. I.

GEORGE APPLETON.

A NEW YORK member writes that he thinks it is better to ride with hard tires. If they are only three fourths inflated it will prove more detrimental than beneficial, as the rim working against the tire will cut a deep furrow, which *cannot* be repaired. It is, therefore, much easier and cheaper to have a puncture mended than to buy a new tire.

THE MONKEY-MAN.

BY A VICTIM.

When ye're goin' 'round the city, well! ye better mind yer eye,
 Er fore ye've time ter ketch yerself ye're like ter up and die.
 Fer there's danger on the crossin' and there's danger in the street,
 And ye never know jes' when ye're like to lose ye're head er feet.
 And ye ortenter fergit it ez ye're wanderin' erbout,
 Fer the scorchin' man 'll git ye

Ef

Ye

Don't

Watch

Out.

Of all the things 'at ever was the one 'at suits him best
 Is ter run his wheel agin ye and ter knock ye galley west!
 It tickles him immensely fer to jostle ye eround,
 And see ye sort o' scattered like permiscu's on the ground;
 And ye ortenter fergit it ez ye're wanderin' erbout,
 Fer the monkey-man 'll git ye

Ef

Ye

Don't

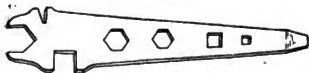
Watch

Out.

TWO OF A KIND.

Oil City, Pa., lays claim to having two of the meanest men on earth. They own a hardware store, and are said to sell a cheap "store made" wheel no reputable firm would sell. They are said to be enthusiastic horsemen and to hate wheelmen. They assert that they helped in having passed the new ordinance compelling wheelmen to pay \$3 to \$5 for the privilege of riding in that town. This firm will not permit an L. A. W. hanger in their store. It seems too bad to send money for the uplifting of the good citizens of Africa while there are such exquisite heathen at home. If, as is stated, these men love to drive, they should consider the wheelmen, who are the world's road improvers, their best friends. When a natural-born fool devotes his life to building additions to the original structure of lunacy he can sometimes make quite a showing of asininity.

A WRENCH.



This suggestion for a wrench is nothing new; it is n't even properly proportioned, but it will serve to call attention to the fact that an *adjustable* wrench is a nuisance of the first magnitude, and that some wrench on the above plan, properly made, is lighter, takes up less room in the tool-bag, and is much more satisfactory to the user.

"RATIONAL dress" for women who ride the wheel, in England, is said to be very much on the decline, and many who once wore the bifold garment are now taking to the ordinary skirt again.

A SLOW TOWN.

The officials of Lexington, Va., are not taking any chances. The following is an ordinance just passed by them:

"WARNING TO BICYCLE RIDERS."

"The attention of persons using bicycles is called to the following ordinance of the town of Lexington:

"Any person who shall ride or use a bicycle, or such like machine, on any of the sidewalks within the limits of the town, or in the public streets of the town, at a greater rate of speed than *six miles an hour, or who shall allow his bicycle to run by gravity with the feet of the rider removed from the pedals*, in any of the streets of the town, shall be fined not less THAN ONE DOLLAR NOR MORE THAN FIVE DOLLARS.

"Every bicycle shall have attached thereto a signal bell, or whistle, to be used when necessary, to warn persons of its approach; and in addition, shall have attached thereto a lantern or light which shall be kept burning when used after nightfall, in order to prevent accidents.

Aug. 14, 1896.

"J. W. HAUGHAWOUT, Mayor."

GOOD ROADS IN LOUISIANA.

The aprons worn by horses bearing a protest against the condition of the streets of the city have become extremely popular among the owners of wagons and carts. Mr. Harry H. Hodgson, while discussing League matters yesterday, remarked that within two days he had distributed 300 of these aprons, and there is still a steady demand for them. Yesterday Mr. Hodgson ordered out an additional hundred, which will arrive during the week.

The good results of their use have shown themselves in two ways. It has attracted the attention of the entire city to the League and made them pay further attention to the real condition of the streets. The people have been looking about them to a greater extent and see now how bad the streets really are.

Then, too, the use of these aprons, bearing an inscription that a desire for good roads is in existence, has caused many riders to join the League, where they paid but little attention to the requests of League members before.—New Orleans *Picayune*.

A BOOK of much interest to bicyclists is shortly to be published by The Century Co., entitled "American Highways." It is written by Prof. Nathaniel S. Shaler, head of the Lawrence Scientific School of Harvard University, and member of the Massachusetts Highway Commission. The Lawrence Scientific School was the first institution in this country to include road-making in its curriculum. Prof. Shaler is well equipped to write such a book as this. It will contain a number of illustrations and diagrams, and four appendixes, showing Massachusetts State laws on road-building, relative values of stones, contract prices paid for different State roads, and a list of important books on highway construction.

And now they've coined another name,
 For he who wildly shoots
 Through crowded street on cycle fleet—
 They call the scorchers "scoots."

DOES IT PAY?

The following extracts from letters recently received from L. A. W. members, show how very much in earnest they are regarding the carrying of bicycles as baggage:

"On a recent trip through Pennsylvania, my partner and myself chose a line that carried bicycles free, though it inconvenienced us somewhat, whereby another well-known railroad lost over \$20 in railroad fares. If all wheelmen will patronize only those railroads who recognize the bicycle as legitimate baggage and do not charge for its transportation, we will soon bring the other companies to time."

"This represents twelve car loads of freight on an average of over \$60 per load; this is, however, only a small proportion of the amount of freight business I control, as I sell hundreds of tons of goods that are shipped direct from the mills to my customers. As I prepay all freights for my customers, I name the roads which the goods are to be shipped over. I am on the road nearly all the time, and my passenger traffic is no small thing to me, at least when I come to foot the bills. I would be safe in saying that I pay to railroad companies at least \$2,000 every year."

"I am a wheelman, and, owing to the nature of my business, I never or seldom ever carry baggage more than a small grip, but I like to take my wheel with me, as it proves convenient in many cases to have it along. It is useless to say I am angry when the baggage-master says 50 cents or \$1.00 for checking my baggage, namely, one 21 pound wheel. I have often paid the short-sighted railroad people \$1.00 to carry my wheel between Pittsburg and Harrisburg, but it has been oftener I have gone on my western trip via Baltimore & Ohio. To make a long story short, I positively will not ship over or patronize any railroad company in any way that will not take my wheel free, only at such times as it is to my pecuniary advantage. I am quite sure the railroad company to which I refer has paid dearly for all they ever got from me as excess baggage on my wheel."

"We are large shippers of freight from New York and other eastern cities. If we knew just what trunk lines running from New York, Philadelphia, Boston and Pittsburg to Chicago carried bicycles free, I would have all our freight come over such lines. I believe there are hundreds of others who would do the same."

"I had occasion to buy three \$2.25 tickets, and, going to the ticket office of the Pennsylvania Railroad, asked if they carried "bikes" as baggage. Upon their answering that they charged excess on them, I went to the office of the P. & R. R. R., and upon being told that they carried "bikes" free, bought my tickets. We had intended in the first place to go by the Penna. R. R., and only used the other road on account of their taking our wheels."

The foregoing indicates the general tone of many similar letters received. It is, no doubt, true that the roads that now carry wheels free, as baggage, are making money, indirectly, by so doing. Added to these who travel and ship by "some other route" are many others who are out for pleasure, and who, because of wheel charges, often use the bicycle where, were it carried as baggage, would ride one way on the cars.

AUSTRIA is soon to publish general laws regarding cycling.

TO THE CATSKILLS.

Leave Haines' Corners (Hallenbeck's, League hotel) by road on the right to Tannersville, and at first road beyond Mulford's Mountain House turn left to railroad station (3¾ miles); road fair to fine, hilly up and down. At railroad cross tracks and take road directly opposite station, up hill, and continue to Leahy's Inn; at crossroads turn left past church, continuing straight on to Plaaterkill Mountain House (5 miles); road fair to good, sandy in spots but can be easily ridden on the sides. At the hotel wheels can be left, if any one cares to do so, and at present, best as the road is, it is in very bad condition. From here to the Overlook Mountain House is five miles. Leaving hotel take r. f. road holding straight on to top of mountain, from which the finest view in the Catskills can be had, being different from the Old Mountain House and in many respects better, as a more extensive view is to be had all around. A walk along the cliffs to the observatory alone will amply repay the walk up the mountain. As the hotel will be reopened next year the road from Plaaterkill will be repaired, and then the whole trip can be made by wheel. By returning to road the rider who wishes can go down the other side to Woodstock, and from there make his way to Kingston, or come up to the Stony Clove.

At Leahy's a side trip can be made to Elka Park and Echoharie Manor by taking right fork, and from there a back road taken to Hunter.

From Haines' Corners take the same road as before to the first right-hand road; turn r., and at first road beyond turn l. to Onteora Park (3¾ miles); road fair, hilly. At gate go to top of hill to Star Rock, from which a fine view of Eastkill Valley and East Jewett Range can be had; retracing your way down the mountain continue on road, and making it carefully down the mountain (very rough) to East Jewett (3 miles) straight on to sign boards; Beach's Corners (3½ miles); t. l. to Hunter (3 miles), t. r. to Hensonville (2½ miles); road fair to good, rolling. From Hunter take main road, following t. p. to Tannersville (5 miles), hilly; road fair.

From Catskill I should advise taking the road to the Old Mountain House at Palenville, and then take road at back of hotel to Haines' Corners, as the climb up the Clove is very hard work, and by taking this the climb will be easier and less of it, and a good coast can be had from the top of the only hill after leaving hotel clear into Haines' Corners (4½ miles), passing on the way the oldest frame house, built in 1787, and Deer Park, — the home of Dr. Zweighaft, — a beauty spot made by the hand of man.

Taking road to Hunter (7 miles) at first road after entering village, turn l. and hold road straight on to Stony Clove, Englewood (5 miles); road fair, hilly; and on return, at forks, take r. f. to Tannersville (4 miles); after passing divide a good coast can be had, looking out at railroad crossing, the only bad spot in the ride.

101 Adelphi street, BROOKLYN. C. E. FARRINGTON.

'T IS BETTER TO LAUGH.

NIXON WATERMAN.

THE sunniest skies are the fairest,
The happiest hours are best;
Of all of life's blessings the rarest
Are fullest of pleasure and rest.
Though Fate is our purpose denying
Let each bear his part like a man,
Nor darken the world with his sighing—
'T is better to laugh if we can.

Each heart has its burden of sorrow,
Each soul has its shadows of doubt;
'T is sunshine we're yearning to borrow
From those who may gather about.
Then let us wear faces of pleasure
The world will be happy to scan,
And add to the joys we may treasure,—
'T is better to laugh if we can.

"THE L. A. W. PIONEERS."

Around a table, in Louisville, Ky., on the evening of Aug. 13, 1896, were seated twenty-eight men who had been members of the L. A. W. for ten years or more. Incidentally they ate; but that was not the sole object of the meeting. When the "innerman" had been nourished, they proceeded to the organization of what promises to be a decidedly substantial aid to the L. A. W.

The name of the new club heads this story. Abbot Bassett is credited with originating the idea of such an aggregation of old timers, and he presided at the first meeting.

The object of the L. A. W. Pioneers is to keep alive the sentiments growing out of old association, for the purpose of strengthening and promoting the L. A. W. and its interests.

There will be a banquet each year during the National Meet, and new members will be voted in at a business meeting held earlier in the evening, so that all newly elected members may be eligible to sit at the table.

No one is qualified unless he has been ten years a member of the League. The following are the charter members:

L. A. W. No.

Frederick Jenkins, Hartford, Conn.,	21
Abbot Bassett, Boston, Mass.,	27
James R. Dunn, Massillon, O.,	33
Sterling Elliott, Boston, Mass.,	42
Geo. D. Gideon, Philadelphia, Pa.,	127
Burley B. Ayers, Chicago, Ill.,	149
H. S. Livingston, Cincinnati, O.,	152
W. W. Stall, Bedford, Mass.,	156
Owen Graff Brown, Germantown, O.,	198
Will R. Pitman, New York,	232
Newton G. Crawford, Louisville, Ky.,	287
J. F. Ives, Cleveland, O.,	368
W. G. Heberhart, Madison, Ind.,	394
A. O. McGarrett, Boston, Mass.,	443
L. M. Wainwright, Indianapolis, Ind.,	468
Orville W. Lawson, Louisville, Ky.,	532
C. M. Irvin, Rushville, Ind.,	663
C. M. Fairchild, Chicago, Ill.,	785
Howard B. Moses, Philadelphia, Pa.,	955
C. F. Johnson, Louisville, Ky.,	1,040

Charles J. Scherer, Memphis, Tenn.,	1,096
Kirk Brown, New York,	1,347
Thos. Hare, Philadelphia, Pa.,	1,348
Henry Goodman, Hartford, Conn.,	1,477
G. M. Allison, Louisville, Ky.,	1,592
E. A. H. Croninger, Covington, Ky.,	2,012
Chas. H. Croninger, Dayton, O.,	2,223
H. W. Robinson, Boston, Mass.,	2,242

The officers for the ensuing year are:

James R. Dunn, of Massillon, O., President.
Fred Jenkins, of Hartford, Conn., Vice-President.
Burley B. Ayers, of Chicago, Ill., Secretary.
Geo. D. Gideon, of Philadelphia, Pa., Treasurer.

These four officers constitute the Executive Committee.

A POSTER DREAM.

I saw great beasts with horrid claws,
I wrestled with a dragon—
Don't think I had been drunk, because
I never take a "jag" on.
I saw the fiery world below,
But nothing of the upper.
'T was but a poster dream, you know—
I ate mince pie for supper.

OVER THE CASCADE MOUNTAINS.

Armine Steiner and William Miller have returned from crossing the Cascade mountains on a tandem. They left Salem July 11, and were gone just a fortnight. The route was from Salem to Fish lake, Cash creek, Squaw creek, Crooked river, Hay creek, Antelope and The Dalles. From The Dalles the return trip was made by rail. Crossing the mountains on a wheel is not pronounced a difficult feat by Mr. Steiner or Mr. Miller. The distance from Salem to The Dalles by this route is about 475 miles. Of this distance the tandem was ridden 400 miles. The remainder of the distance it was found necessary to push the wheel, but there were no obstacles but steepness, and the change served as a rest.—*Portland Oregonian*.

Another Psalm.

Lives of great men all remind us
We will make a grand mistake
If we leave, to thrive behind us,
Dudes to spend the cash we make.

K. N. P.

The September number of California's only magazine, the *Overland Monthly*, will be devoted to good roads and bicycling. There will be a very instructive and entertaining article on "Municipal Pavements and How They are Laid," by Geo. W. Elder, street expert of San Francisco, while Chas. Freeman Johnson treats of the "Good Roads Movement." "The League of American Wheelmen in Politics" is the title of an article by Judge F. H. Kerrigan, chief consul North California Division, which will be followed by the account of a California trip entitled, "Lake County Through the Handle-bars," and other articles and stories of bicycling. Every wheelman and Good Roads advocate should have a copy.

A LIKING FOR THE ROAD.

She says it is the macadam roads, that the very sight of one always makes her forget home and friends and family. For myself I think that her own two wicked feet might be always depended upon to get us into trouble, without any aid from any outside agent of temptation. To be sure, she always does start away like the Wandering Jew whenever she sees a good clean stretch of macadam; but, on the other hand, she never hesitates to abandon it if she finds anything more difficult to do than that tiresome tramping over the well-packed surface. A wooded cliff to scale, or a crooked path to explore, is pretty certain to turn her aside. I even remember one unhappy day when a gap in the fence of a cornfield lured her into investigating.

What an unhappy morning that is to remember. It had rained and the cornfield was heavy walking, I assure you. She said, however, that she didn't mind at all. She wanted to see the morning glories twisted around the giant stalks. She kept just far enough ahead, of course, to be able to miss my remonstrating voice, so, hunting for the blossoms that might be, she tramped along between the rows of corn for miles, it seemed to me, before I could stop her. The sun was hot, and, though the green blades towered far above her head, she kept her umbrella raised, stretching her poor little arm to its utmost to raise the silken top above the brushing leaves. I could not but smile at that fashionable sunshade, looking like a gay colored balloon skimming about the top of the corn. But I knew how tired her poor arm would be, and finally overtook her, and pointed out that the corn was shading her and the umbrella was superfluous. So she put it down, and handed it to me to carry, becoming conscious at once of the ache in her stiffened member. Then we hunted a way out. That cornfield was surrounded by an impassable briar hedge, surmounting a bottomless ravine. So were all the other cornfields which this one opened into. You see there was always a corner with a gap in it that looked like a way out and that always turned out to be a way into another vast cornfield. After hours of wandering, we found a track leading to the farmer's barn, and so, dodging the watchful dogs, we worked our way to a corner of the farm and climbed out through a barbed-wire fence. Incidentally, it was too early for morning glories, but Millicent said she enjoyed the smell of the growing corn, and she thought it a stirring adventure to be really lost, to be held prisoner for hours, far from human help. We were both utterly worn out that day, and came home without any further investigation of the beauties of Nature.

Millicent fancies herself the most reasonable of people, and is seldom without a complete explanation for herself. She explains that the asphalt

never interests her because it always looks as if it were intended only for the use of citizens in carriages. Brick pavements are too plainly a part of city life. Sidewalks look too utilitarian; they are always going somewhere. Even the paths through the woods she sometimes disparages. You see, she says, they are usually marked out by cows, and cows always choose such uninteresting places to go to. Their view of life is limited to a muddy spring and the bars leading into the stable-yard.

But a macadam road she always grows enthusiastic over. It is so spacious, so hospitable. Wide and smooth, it has room enough for wagons and carts and movers and the milkman, and the load of melons, and for all the foot passengers that find it. And there is something so sure and solid about a macadam road. It climbs hills and runs through valleys, and spreads out in great level lengths. It has a perfect gift for finding out picturesque spots, a sure instinct for choice bits of landscape; and it always leads somewhere. It has such dignity. You think of it as a great artery of trade, joining one thriving town to the next. You see, Millicent says instructively, long before there were railroads, the entire travel of the country was carried on over the highways; great, noble roads, crossing the country; hundreds of miles long; the one great chain by which the scattered towns were held together into States, or a nation, for that matter. When you left these main roads, you were at once in the backwoods, where life was really painfully primitive. Now, you see, says Millicent, I have inherited my reverence for a macadam road, for to my grandfathers they were of vital importance. My own childhood was spent at the old homestead, and I remember toddling down to the fence to watch the people driving past, and I used to be told they were going ever so far away; past Annie's house, and Jimmie's house; further than I could see, as far away as where the sky came down. I remember yet how proud I was when I learned to call it the Kingston road.

Perhaps what Millicent likes best in a macadam road is the fact that it is always clean, and never grows impassable because the rain is coming down. With her skirts kilted, and a mackintosh, she dearly loves to follow up a flood. She loves the softness of the air, and the gray of the sky, and the fresh, cool smell of the freshened vegetation. She insists that there are more greens on a hillside just as the rain is clearing away, than are ever to be found on a fair day. She says the mists give such wonderful effects to even commonplace scenes. When I ask her where are "commonplace scenes," she laughs and admits that trees and grass, sky and field, could never form such a combination. After that last heavy rainstorm Millicent took me (unwillingly) down to see the "murderous Blue." It is such a wicked-looking monster, she explained, you will never forget it, if you see it at high tide. It rolls along, thick, muddy, relentless, plainly seeking

prey; ready to strangle all life, and to sink its victim into the unyielding oblivion of its depths. We went and looked upon that little river. Perhaps it was because she had impressed me, but it certainly did seem most unpleasant, stealing out of the willows, dark, swift, with unclean-looking splotches all over its dull surface; with treacherous eddies; it looked a cruel, dangerous, powerful enemy to man. Down from the bridge, not far, where the banks shut out the view of the winding, unclean current, stood the black trunk of a dead tree; tall, forked, it needed but a great black buzzard in its branches to complete the impression of an unholy place.

It was on the way back from that excursion to the Blue that we passed a little weather-beaten house, high up on the clay bank. It was all fallen into ruin, but over everything clambered a trumpet vine, its big, gay flowers brightening the whole place. And in the door of the little house stood the neatest little girl in a blue-checked apron, looking down with eager face upon the people passing. And this it was which made Millicent favor me with her views upon macadam roads and her inherited respect for them; so good to walk on, so pleasant to drive over, and so sure an index of the enterprise and prosperity of a country.—*Star*, Kansas City, Mo.

REGARDING RACINO.

EDITOR L. A. W. BULLETIN:

I move, sir, that there be passed a Federal statute making it a capital offense for any man or woman to ride a bicycle with the arms bent, or with the saddle so low, that he or she looks like a bow-legged monkey.

I move, further, sir, that the L. A. W. make a rule forbidding more than ten starters in any bicycle race; if more than ten starters appear, then the race shall be run in heats.

At the Pastime Club grounds here, last Saturday morning, preliminary heats were run for the afternoon races. There were about six heats; in every heat there were from 12 to 22 starters; in every heat there were from six to thirteen terrible falls; all the fallen were bruised, and one man, after two falls, had his collar-bone broken. One rider expressed the sentiment that it was safer to go to war than to ride in such a mob. If I had an enemy whom I wished to destroy, I would coax him to start in a bicycle race where there were 20 starters.

Would it not be wise and humane to require every rider to keep at least three feet to the right in riding alongside of or in passing another, in every race?

ST. LOUIS, July 27, 1896.

No. 7466.

The following figures are said to represent the membership of some of the most important wheel federations: American League, 60,000; French Touring Club, 40,000; Cyclists' Touring Club, 30,000; German Union, 27,000; Dutch Union, 10,000; and the Belgian Touring Club, 8,000 members.

It usually takes two to make a collision.

THE INTROSPECTIVE SCORCHER.

I am the scorcher!
Please observe
The curve
That appertains unto my spine!
With head ducked low
I go
O'er man and beast, and woe
Unto the thing
That fails to scamper when I ting-a-ling!
Let people jaw
And go to law
To try to check my gate.
If that's their game!
I hate
To kill folks, but I'll do it just the same,
I guess,
Unless
They clear the track for me;
Because, you see,
I am the scorcher, full of zeal,
And just the thing I look like on the wheel!

—Cleveland Leader.

EDITOR L. A. W. BULLETIN:

I see in a recent issue of your paper you state that a member's gold pin has been found, and owner can have same by calling. Now, I cannot call, but wish you would mail it at once, as I am sure it is mine. I lost it three years ago in Chicago, but did not expect it would be found in Boston. It is set with a very fine diamond (cost \$1.25, but don't give it away,) and is worth the postage from Boston to here and return if not called for in ten days. If you will just tell me the peculiarities of the pin, I can describe it to you in full. What's the matter with sending it along, and I will furnish description when I get it. If you knew how to run a paper (which I suppose you, as well as all other editors, realize that you don't,) you would have described it when mentioning it. Well, be sure and send the pin to

Yours trustingly,

MARENGO, ILL.

N. O. CAPORCOATPIN.

C. P. F., Philadelphia, writes that he recently paid seven cents for riding two miles on a railroad, and was charged fifteen cents for having his wheel transported, "and not only that," he adds, "but the baggage-man would not check them on the next train, but made us wait for the next, so that he could 'get time to check them.' There seems to be a little bit of irony about such an occurrence, when I have to pay only seven cents to ride in an upholstered spring-seated car, while my bike pays fifteen cents, or more than twice as much, to take its chances of being smashed in a baggage-car."

M. LEGASSE, a busy Paris lawyer and fervent cyclist, frequently visits his clients in prison on his machine. The other day he went to the Mazas prison, and leaving the cycle in the yard, expressed to the porter the hope that it would be safe there. "You can be quite easy," was the answer, "we have no thieves here."—*The Cyclist*.

THE REFORM BY BICYCLE.

It seems a trifle strange that some of the fellows who are always writing about reform have thus far paid so little attention to the most powerful agency which is improving American citizenship.

I am speaking, of course, of the bicycle.

In most of the cities of the Union and in all the great cities the bicycle vote has become a thing to be reckoned with. In New York it has bowled out the granite ring completely. Time was when a residence block could n't be paved with asphalt, even if the property owners were agreed on footing the bill. The ring that sold granite blocks in the city was too powerful.

In those days—and we all saw the last of them less than three years ago—Fifth avenue was entirely repaved with granite, which seems ludicrous enough, and the only new smooth pavements laid were upon a few cross streets leading to the principal hospitals, so that the ambulances might have easier going, and upon some of the worst slum streets down town. Upon both of these steps the board of health insisted.

Everybody knows what the bicycle is doing for the good roads problem. Of course the farmers have all along been the persons most interested in improving the country roads, and it seems a little strange that they left the work to the wheelmen so long. But a similar thing happened in photography. The professional photographers, working for their livelihoods, haven't developed their own business half so rapidly in some directions as the amateurs, working for fun. Here's where the good citizenship comes in. The bicyclists and the good roads prophets are hand in glove. In many of the states the L. A. W. consuls even frown upon the construction of separate cycle paths; partly hesitating to divert so much money from the common roads, partly fearing less the construction of special paths may result in abridging the privileges of the wheel on the thoroughfares. This fear is probably ill-founded. Local authorities have always exercised the right to regulate and classify vehicles for the good of all classes, without impugning their rights where the classification ceases. Special speedways are in many cities constructed for trotting horses, but the man in the sulky uses the common roads in going and returning from his speedway; and so does the equestrian, for whom special paths have been laid out in most large parks.

However this may be, the motives of the attitude of the more conservative consuls in this matter are most emphatically those of good citizenship.

Until recently New Jersey and Massachusetts were the two states which had done most for the highways. The most radical of recent legislation, however, is the new Connecticut law (statutes of 1895), which pledges the State to pay one-third the

cost of one mile of road in each town each year if the county and town will each pay one-third. The cost of one mile of road is estimated at \$3,000. A poor town is by this means enabled to get a mile of good road at a direct cost to itself of but \$1,000, and the most of the general state and country cost falls on the richer towns and cities. A better device could hardly be imagined for encouraging road improvement in the poorer regions. Eighty-five towns availed themselves of the law last year, and seventy-five more have already swung into line in 1896. These are about two-thirds of all the towns in the little Nutmeg State. Before this year is over a New York cyclist may ride on good roads nearly all the way to Boston, by way of New Haven, Hartford and Springfield.

In New Jersey, road-building has been carried on upon scientific principles, not so much throughout the State, as in Connecticut, but rather concentrated in the more populous counties. Still, one may ride to Philadelphia, ninety miles, on good road all the way, and the trip has been made in less than eight hours more than once.

The bicycle movement showed danger at one time of being captured by hoodlums and road scorchers, but it is far from being in their hands now. The great League of American Wheelmen stands again for good citizenship in forbidding road racing. Road races are held, but the ban of the League robs them of their regularity. This is a point still in controversy and may be left for future settlement. It is possible that the League has been too careful of the interests of general traffic, but, if so, it is a good fault.

As for scorching out of the pure delight of going fast, nine wheelmen out of ten everywhere emphatically uphold every attempt to put it down. New York was the first city to establish a small squad of bicycle policemen. About twenty other cities have already followed the example and—what is more important—in many places special policemen are appointed from among the wheelmen themselves to serve without pay in preventing rowdiness awhel. The best cycle clubs have been prompt to see that one rowdy on a bicycle injures the reputation, with non-riders, of wheelmen who are not rowdies.

Sometimes local bicyclists insist upon too much, as when they claim the privilege of riding upon sidewalks or going without bell by day and lamp by night; but Americans have so long asked less than their public rights that it is refreshing to meet once in a while a body of men who stand up for a little more than may properly belong to them. And in regard to such local ordinances it is easy to see that more strictness is required where both cyclists and pedestrians are many than where either class is few. Upon the Boulevard in New York, for instance, it is a rare thing nowadays to see a bicyclist riding at night without a lighted lamp. As for sidewalk riding, it is only allowed in sparsely settled places, and the tendency against it is more and more marked among wheelmen themselves.

Probably the most magnificent show bicycle ride in the world is that from upper New York through the park, down the Boulevard — or on Sunday the cable car "slot" on Broadway — across the bridge, through lovely Prospect park and down the new cycle path to Coney Island. On Sundays and holidays many thousands make use of this route, and the proportion of accidents is small. The first bicycle path from the park to the Island proved its inadequacy in a single season, and a second has just been opened. Each of these paths is about fifteen feet wide, built of very fine granite chips, perfect in surface and about five and a half miles long. A drunken cyclist is comparatively rare, and many of the good restaurants sell only temperance drinks. Ginger ale with a lemon squeezed into it is perhaps the commonest drink of male bicyclists. The prettiest thing about the cycle path spectacle is to see how young and old join in it. Here at last is the ideal out-door exercise in which whole families can join. In the good roads section of Jersey it is almost the rule that the basement of a dwelling contains a wheel for every member of the family except the baby.

Women learn from the bicycle the control of their nerves. It is a fine sight to see in 1896 a woman weaving her wheel in and out among the loaded teams, who, in 1894, would hardly have dared to cross the same street without a policeman's arm. When the mother of a family can strap a lunch box to her handle-bar and convey a brood of young cyclists for a day at the seashore, or in the woods, there is a decided gain in the average health of women.

The girls, not a few girls, but nearly all of them, are getting out of doors: which is precisely what has been wanted for the last two generations to give the American race a fighting chance to survive.

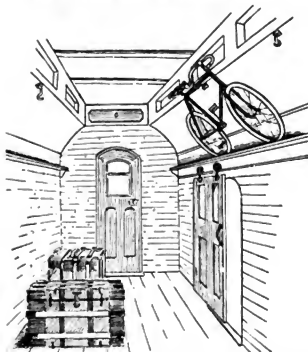
The young men profit quite as much. They are learning, long before they become voters, the power of organization in enforcing public measures. They are learning to reason that if by combination a granite ring may be broken, so may other rings. They are learning to talk, not less about National politics necessarily, but more about street paving and street cleaning, the board of aldermen and municipal affairs generally. They are learning to take an interest in public business and larger towns, and those affairs, as all critics agree, are those most needing attention.

With the extension of good roads, the bicycle will silence the "deserted farm" cry. No one is likely much to mind living twelve miles from a lemon, if he can get on a fair turnpike and wheel to his lemon in an hour, instead of sitting sullenly staring at a mud canal, called by courtesy a road. The horseless carriage with pneumatic tires, will supplement the bicycle in this improvement. There may come a day, and soon, when a good road once built will need no repair of the wear of wheels. The country boy will surely be more willing to stay on the farm, when he too can have his century runs almost from his own door, and can feel along the interlinking

arteries of perfect roads the oneness of himself with the big world, in a sense that the railroad station half a dozen miles away can never give.

The United States has reason to thank heaven for the bicycle. It was just what we needed, and it came when our need of it was the greatest.— DAVID WECHSLER in *Seattle Post*.

BICYCLES IN BAGGAGE CARS.



The above suggestion is offered by a correspondent as a desirable plan for getting bicycles entirely out of the way while they are being transported in baggage-cars.

A DAVENPORT (Ia.) man recently rowed a boat across the Mississippi River in eleven minutes and a bicyclist rode over in less than two.

A CORRESPONDENT writes, that "Another outrage by the Philadelphia road hog was perpetrated on the rights of the Philadelphia cyclist at the notorious 'Turf Villa' (it should be Tough Villa), last evening, when an employee of that resort quickly put a team out of sight, and the party it contained was nowhere to be found. This party was driving at a furious rate and nearly run down a party of four, two ladies and two gents. One of the ladies was my eldest daughter. One of the gents followed the team into this resort and made every effort to find the parties; appealed to the sergeant of police of that district (he being present at the time); he replied that 'They must have been a little full,' and tried to laugh the matter off, and made no effort to find the party. This is the second outrage on the cyclists of Philadelphia at this road-hog resort. All L. A. W. members should give it the go-by, and boycott it henceforth, and take action in 1897 to have proper protests entered against granting such a place a renewal of its license."

The Money Question.

After a very careful consideration of the objections which have been made to our doing so, we have decided to devote a small amount of space to the question which is at present uppermost in every really progressive American mind. We make this decision because we believe that something may be accomplished in the way of education on both sides. No preferences whatever will be given to communications on either side of the subject.

Our own opinion has already been expressed, as a starter. That opinion is based on the information so far absorbed, and will be changed at any time when the evidence seems to show that we are wrong. Nothing will appear on this question except under the above heading, so that those of our readers who prefer not to read on the subject may avoid being misled. Nothing of great length can be used, and as writers do not always approve of the editor's plan of "boiling down," we suggest that all communications be short and to the point.

In view of numerous criticisms received, it may be well to explain that the League of American Wheelmen has no proprietary interest whatever in this paper; it is the private property of an individual, who is alone responsible for its financial success (the point has long since passed when we needed to add "or failure"). Six pages belong, by contract, to the League; outside of those pages the paper is under the control of "the man who pays the bills." The subscription price (25 cents per annum) is entirely separate and apart from the League dues, and each member may decide for himself whether he will subscribe for it or not.

Any League member who has subscribed for the L. A. W. Bulletin and regrets it, may, on application, have his money refunded, even though he has already received the paper for eleven months.

The publisher reserves the right to discuss in these columns any subject that may be of interest to our readers. Those who may disagree with us are requested to put their objections into readable shape, boil them down, and let us have them for publication.

Disagree with us as much as you please, but don't, please don't, ask us to keep still on all subjects upon which we happen to disagree with you.

The following communications are cheerfully printed at the request of the respective authors:

—
[*"The Value of a Dollar."*]

EDITOR L. A. W. BULLETIN:

Because you have taken up the money question in your issue of August 14th, I suppose you have made good roads over the whole country. I feared you had not a sufficient field for your paper. Of course I joined the L. A. W. to get some informa-

tion on the "value of a dollar." Do you intend to turn the whole L. A. W. into a campaign club for the gold dollar? You make a statement that very few responsible economists would undertake to vouch for. You say, "It is only the relative values of things that should be considered, and these cannot be permanently affected by the supply of money." Good enough! Call in the editions of political economy now out; banish all the thinking men, like Jevons, Walker, Mill, Wayland, the whole outfit, to oblivion, because they said otherwise. But did you not lose a pedal when you said, near the close of that article, "Supply and demand settle everything?" Now if there are a given number of dollars with which to do business, if population and business increase, and if new industries be opened, would there not be a greater demand for those dollars? If the number of dollars does not increase proportionately with the business and population you have falling prices. It takes more to get the dollar. The dollar is relatively higher; you see that, without Ricardo, Jevons and the whole crew of thinkers saying so. A dollar buys more today than at any time in the past twenty years. Then the dollar is relatively higher and the products of human toil relatively cheaper. Your gold is not unchangeable; it is appreciating. Are falling prices good for the people who are engaged in production? Do you know that there is enough gold for monetary uses? Prove that so that an ordinary man can understand it and Mark Hanna will buy you out at any price.

I like the L. A. W. BULLETIN when it sticks to good roads, but in finance it gives me that "punctured tire" feeling.

OURAY, COLO., August 20, 1896.

No. 101,864.

—
[*"The Value of a Dollar."*]

EDITOR L. A. W. BULLETIN:

I read your article, "The Value of a Dollar." I notice the italics. "No change either way in the value of money can be made without working a serious injustice to large numbers of people." Exactly. That's one case—don't need any argument. All we want is to see the remonetization of silver. We want it put back to where it was prior to the criminal act of its demonetization in '73.

I see we are of the same mind, for you say, "Let us then insist that the memorandum which represents our earnings shall be as unchangeable as possible, so that the dollar we earn today will be worth a dollar tomorrow." That's right. We want a stable value to the silver memorandum, and when we can get that metal freely coined and reinstated to its position of legal tender character, and its right to use as money of redemption, the *serious injustice to large numbers of people* will be righted, and prosperity will come to this broad land of ours. We shall then have plenty of money to build good roads with. Please publish, for we do not want to see you affect to stand upon a monometalistic pedestal, when you are really "one of the people," and

want to see a stable value to our "memorandum" of money. Help us to right the wrong of demonetization.

H. PEMBROKE, No. 1,494.

SALT LAKE, Aug. 26, 1896.

["The Value of a Dollar."]

EDITOR L. A. W. BULLETIN:

Under the head of "The Value of a Dollar" I observe you have taken quite a decided stand on the money question. I presume, of course, you have considered seriously before opening your valuable columns to the discussion of such a great and important question as monetary science.

There are others, however, who think differently from what you do, Mr. Editor. I felt sure you were a Republican until I read your closing paragraph. When I read that you are in favor of a gold standard I was entirely at sea. There is no party, that I am aware of, in this country, that is in favor of a gold standard. The two great parties are both in favor of a bimetallic standard; they only differ as to means to attain it. If you will read their platform of principles you will find this to be the truth.

You have hit the nail on the head when you say, "Supply and demand settle everything." The demand for a circulating medium is much greater than the supply. In this country, with its energetic, active people and great internal commerce, I believe we should have at least \$50.00 per capita in circulation. We now have less than \$20.00. France has a little over \$30.00 per capita. Surely we ought to have as much as France. Money is only valuable because of its limitation. During the War there was too much money in circulation. Now we have the opposite extreme.

The demand for gold is far greater than the supply. Other things being equal, it is the *amount of money in circulation* which governs prices. If this is not so why is not a house worth \$50,000 instead of \$10,000, and everything else in proportion. A large circulation, *high prices*; a contracted circulation, *low prices*.

Had I the space, I could prove to you by the words of dozens of the world's greatest financiers that the above is an irrevocable law of finance.

Let us have the happy medium of at least \$50.00 per capita, gradually increasing in proportion to the increase in population, and I am confident we shall see steady good times, and the good roads and the other good things will come as a matter of course.

You spoke of the war debt contracted during the War, but you forgot to mention, Mr. Editor, that we paid three billions of war expenses cash down. Everybody and every thing was taxed to the utmost, and yet we were all making money fast. The framers of our constitution were wise men. They declared that the money of our country should be gold and silver at a value regulated by the people through their representatives.

I believe that silver should be remonetized at once and placed by the side of gold. Give the sil-

ver miners the same privileges as the gold miners and the *whole people* will be benefited.

I am a Democrat, and believe in the free coinage of gold and silver at the ratio of 16 to 1.

Sincerely yours, No. 46,067.

["The Value of a Dollar."]

MONEY AND GOOD ROADS.

"What has the financial question to do with road improvement?" is seriously asked.

Well, the question is a proper one, though we had thought the connection was quite obvious. You see it costs money to build roads, and that money must necessarily be obtained from some one who has it. Men who have money which, at the present time, is convertible into gold, naturally have their own ideas about it. We submit the following as a sample of how it works in New Jersey:

FAILED TO SELL THE BONDS.

Nobody Would Buy Mercer County Securities Without the Gold Clause.

TRENTON, Aug. 13.—The Finance Committee of the Mercer County Board of Freeholders yesterday made an attempt to sell \$100,000 of county road bonds. The sale had been duly advertised and the committee waited at the Courthouse for the bidders, but up to the time for the regular meeting of the board no bidders appeared.

Brokers had been privately informed, during the week, that bonds would be offered for sale, but when they learned that the interest was four per cent. and that the bonds were payable in the "coin of the realm," they flatly declared that they did not care to invest. The brokers informed individual members of the Finance Committee that in the present unsettled condition of affairs they were not investing unless the "gold clause" was inserted.

Finding that they could not sell the four per cent. bonds, the Freeholders yesterday rescinded the resolution of the last meeting authorizing the issue, and reauthorizing a similar bond issue making the interest five per cent., and the bonds payable in "gold or its equivalent."—*Newark News*.

He saw a fortune just in sight,
But oh! he was a silverite
And, hence, he would not seize, you see,
A golden opportunity.

These two pages contain all that this week's BULLETIN has to say on the money question. Other parts of the paper may be read by the most sensitive person without the possibility of obtaining the slightest bit of information or discussion upon this subject.

The annual dues in the L. A. W. and the subscription to the L. A. W. BULLETIN will remain seventy-five and twenty-five cents, respectively, without any regard to whether Mr. Bryan or Mr. McKinley becomes eligible to live in the White House.

Whatever you do, *keep cool*.

And remember that anger "begins with folly and ends with repentance."

FOREIGN NOTES.

The American around-the-world cyclist—Miss Londonderry—who started two years ago from Boston, without a penny, has returned to her native country with £1,600. She covered about 28,000 miles, and has, of course, had many adventures.

The demand for motor carriages in France is said to be so great that customers have to take their turn strictly in the matter of getting their orders executed. Some impatient people are paying heavy premiums to those earlier on the list to exchange places.

While the Prince of Naples was out driving one day last week his carriage collided with a bicycle ridden by a working man, with the result that the machine was completely wrecked. Unlike other celebrities, the prince didn't howl for the police or demand the suppression of cyclists. He didn't even suggest a tax. Very thoughtfully he sent to inquire as to the condition of the cyclist, and at the same time enclosed a sum of money sufficient to enable the man to buy a new mount. Naples is a gentleman as well as a prince.

The cyclist is now well catered for; indeed a sign of the times is the frequent reference to cycles and cycling by general advertisers. Take, for instance, hotels and hydropathics. One manager holds out the allurements of "perfect roads for cycling" in his neighborhood, and another dispels anxiety by the announcement that he keeps a man for effecting what he calls "temporary repairs," and so on. Then various steamship companies are ready to carry cycles free "when accompanied by owners." Some day, perhaps, the railway companies will regard cycles as passengers' luggage, and provide vans with special racks for their safe transit. Then will the typical railway guard cease swearing, and the cyclist be at rest.

From a purely sporting point of view, we could wish that our ruling bodies would put their foot down at the outset on motor-cycle pacing, as the mixing up of two things so essentially different as cycle-racing and mechanical pacing robs the event of much interest. The competition is no longer a test of what can be achieved by the human muscles unaided, nor is it a test of the highest speed that can be attained by motor machines; it becomes a hybrid affair, which demonstrates nothing in particular. However, there does not at present seem to be any indication that our ruling bodies contemplate moving in the matter, and perhaps it would be a hopeless task to attempt to check the new development of the pacemaking difficulty. Whether mechanical pacing will come cheaper than the present system it is hard to say. Possibly it will, for the mechanical pacing instrument does not tire, and though it will cost a good deal of money, a single such machine may take the place of a number of "quads" and "quints," with their crews of well-trained, well-paid riders.

One of the "sights" of Western London is a doctor who goes his rounds *en tandem*, with a smart page boy on the back seat to look after the machine whilst he is making calls. The advantages of this plan are obvious. In the first place, he is able to dispense with a horse and carriage, and an expensive coachman; secondly, when called out he can start at once, and reach his destination before his horse could have been harnessed; and, thirdly, the page can be sent home speedily to fetch any drugs or instruments that may be urgently required and—he can also push.—*The Scottish Cyclist*.

THE BICYCLE CHAIN.

WILL E. FERGUSON.

As I have been a careful observer of bicycles, and as a great many have come under my notice, I find that about four-fifths of the riders do not know how to take care of the chain, the chief trouble being occasioned by chains getting tight and loose, screeching, and pulling hard.

In the first place a chain should be kept thoroughly oiled; that is, between the link centre and sides. This will prevent the chain from screeching, for there is a certain amount of friction created in the joints, as the chain goes over the sprocket, irrespective of the friction that is created by the chain and sprockets. Keeping it oiled this way will also prevent the links getting stiff.

The way I do this is: I take the machine and turn it upside down, this being the best way to get at it. I then take an old cloth and rub all dirt, graphite, etc., off the chain, cleaning it thoroughly.

Then, taking an oil can and starting the wheel agoing, I oil each link separately until each one is covered with oil; I keep the wheel running for about five minutes. By running this way the oil will work its way down between the sides and centres of chain links, and will take out every bit of stiffness and screech. After this I again take another cloth and clean all the oil I can off the chain and sprockets.

Be sure you get all the oil off.

When this is done your chain is ready for graphite. A chain fixed this way will run about three weeks or about eight hundred miles without any attention, except a little graphite occasionally, and will give entire satisfaction. With these few suggestions, and by using a little judgment, a chain may be kept in perfect condition, and with a very little trouble.

No. 73,017.

In the world's incessant battle

Never say you have "enough."

Burn more powder, shout the louder,

And you'll conquer on a bluff.

THE woman who fancies she must be a man in order to ride a wheel had better stay off. Lady-like cyclists are pleasant to contemplate, but the other kinds—and there are a few—oh, are n't they distressing?



'T WAS EVER THUS.

YANKEE DOODLE came to town

A riding on a pony,

And the people geyed him much and cried,

"What makes your nag so bony?"

"Poor roads," said he, "haved caused it all;

If they were not so muddy,

Why I could brag about my nag

As loud as anybody."

ENGLISH ROAD-MAKING.

BY JOHN R. FOX, DREVIER, ENG.

I have been for twelve years one of the way wardens of this parish, and consequently am thoroughly conversant with the maintenance of roads, though their construction was before my time. We have two classes of road, main and parish. The main roads are twenty-four feet wide, and were constructed under the old turnpike system from one hundred and fifty years ago. They are twenty-four feet wide, as a rule, of solid stone, twelve inches thick in centre and seven to eight at tables, with either a foot-path at each side from three to six feet in addition.

In the parish road the total width is twenty feet, of which about twelve to fourteen is stone and the sides greensward. In all cases the authority has power to drain the roads into adjacent private property and the land owner must get rid of the surface water as best he can. Our drainage runs through suitable trenches cut in the greensward into the ditches of the private owners parallel with the road on each side; and one of the duties, and not the least important, of the surveyor is to see that these ditches and trenches are kept in good order, so that the road may be always kept dry.

To build a good road the surveyor will first have to shape it and provide for water tables and thorough drainage, and then put over the whole road stones broken uniformly to a "rational" size, and these should then be rolled in with a steam roller, if possible, beginning at sides of the road and working toward the centre, so as to keep a perfectly uniform curve throughout. The curve must be as slight as possible to carry off the water effectually—if the road is too round all the traffic will seek the middle of the road, and in three or four months the road

would be what the roadmen call "dished." Here the water would stand in pools and soon rot the road out.

I may mention that we employ none but hand broken stones of a rational size. They cost about one-half more than we give for machine broken stones, and last twice as long, in fact, we would give double, if necessary, rather than use machine broken stone, because the result is so much more satisfactory. The latter do not bind or consolidate half as well.

It is important that the stone, whatever its nature, be small enough, and as uniform in size as possible.

The best road that can be made will soon go to pieces unless it is constantly looked after by some competent man. On the main roads we pay by the day regular road men two shillings and six pence a day, and the parish roads are let in lengths of from three to five miles to laboring men, who do all the work under supervision of the surveyor, but are separately paid for breaking the stone, which is laid down at the side of the road on the sward, in suitable lots, during the spring and summer, and broken at their convenience before November, when they commence putting it on.

All our main roads (Queen's highways) were made by separate groups of turnpikes, under separate acts of Parliament, and the money was collected by toll to repay the borrowed capital with interest, and to maintain the roads, but the toll system was too expensive—it cost as much to collect the tolls as to maintain the roads, and pay off the annual installment of debt and interest. So now, the debts having been all paid off, they are entirely maintained by rate. The main roads out of the country rate, and the parish roads by direct highway rate. The rates run to about one shilling in the pound. That is to say, the net rateable value of the house I occupy is £30, consequently I pay 30 shillings a year toward maintaining the roads. In towns, it, of course, costs more, because they have paved foot-paths and more traffic on the roads.—*Mexico Independent.*

MR. HARRY HODGSON, Chief Consul of the Louisiana Division of the League of American Wheelmen, is planning an association for the benefit of good streets and roads, and a combined effort will soon be started for the improvement of the same

THE Good Roads cause is being advanced everywhere. Is your locality keeping up with the procession?

HORSES know enough to like good roads.

MUD costs more than macadam in the long run.

THE community with good roads is "on top," the others are in the mud.

MEND the roads early and often.

League of American Wheelmen

.. Official Department ..

LEAGUE HEADQUARTERS,
12 PEARL STREET, . . . BOSTON, MASS.

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2d Vice-President, A. CROSBY MORRISON, Milwaukee Club, Milwaukee, Wis.

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Executive and Finance.

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Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA. Chief Consul, M. T. Stradford, Box 265, Birmingham.

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WASHINGTON. Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, Perry L. Smith, Tacoma.

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WISCONSIN. Chief Consul, W. A. Brown, Marquette. Secretary-Treasurer, M. C. Rotter, 95 E. Water St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL. Joseph Pennell, care J. S. Morgan & Co., 12 Old Broad St., London, E. C.

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number _____ Date of Expiration _____

Name _____

Street and No. or P. O. Box _____

City _____ State _____

City and Division in which my home is and to which I should be attached _____

Initiate will be stopped at date of expiration. I am happy to day in which to renew.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee, and the other for my subscription to the L. A. W. BULLETIN AND GOOD ROADS, and request that you will forward me the same to the publisher of the BULLETIN, and request that you will enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution. I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name _____

Street or Box _____

City or Town _____ State _____

Cycle Club _____

IF you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold stamped on the holder, send 40 cents. Calfskin holder, 10 cents.

ABBOT BASSETT, 12 Pearl St., Boston, Mass.

NEW JERSEY.

To ALL MEMBERS:—Our membership does not seem to increase as rapidly as it should in order to reach the five thousand mark, at which number it has been placed, and the year will end Dec. 31, so we must "get a move on us" to accomplish what we expected.

Every member should aid in securing each new member, we can more than do it. Don't say there is no field to work in. Why, in our little State seventy thousand cyclists can be found, and only six per cent. are League members. What is the matter with the other ninety-four per cent.? Try and find out. Surely among this large number you have a friend or brother, sister, cousin or aunt (remember ladies are eligible to membership), whom, by aid of us, you will willingly join.

The trouble is, a great many, especially in the cities, are only waiting to be asked. Do not be afraid to speak to them. Do not fail to renew, as many drop through negligence and every one counts. We need them all.

Our line of premiums is all that any one could desire and will be found on our application blanks, which can be had from James C. Tattamall, secretary and treasurer, Trenton, or myself, on request. Do not lose a member because you have not got a blank with you. Get his #2 and send me with his name and address, and yours as reference, and I will do the rest.

Yours fraternally,

ROBERT GENTILE, Chief Consul.

ELIZABETH, N. J., Aug. 20, 1896.

Town.	Hotel.	Discount.
Rochester,	New Osburn House,	10
Stuyvesant Falls,	Stuyvesant Falls Hotel,	10
Utica,	St. James Hotel,	15
Amityville,	New Point Hotel,	15
Bellfast,	Bellfast House,	15
Wyack,	Broadway Hotel,	20
Westchester,	Westchester Hotel,	20
Janica,	Janica Hotel,	25
Round Lake,	Windsor Lake,	25
Stuyvesant,	Stuyvesant Hotel,	25
Waterford,	Platt's Hotel,	25
Ireland Corners,	Ireland Corners Hotel,	25
Lions,	Congress Hotel,	25
New Baltimore,	Hotel Imperial,	25
Passaic,	Nassau House,	25
Plainfield,	Steuben Hotel,	25
Waterford,	Riverside Hotel,	25
Gardiner,	McKenstry House,	25
College Point,	Grand Hotel,	25
Ita Beach,	Avoca Villa,	25
Le Roy,	Eagle Hotel,	25
Massapequa,	The Massapequa,	25
Plaza Hotel,	Plaza Hotel,	25
Ne. Blenheim,	Blenheim House,	25
Fonda,	Hotel Roy,	25
Newburgh,	The Palatine,	25
Albion,	New St. George,	25
Rye Beach,	Beck's Summer Beach,	25
Hempstead,	The "Pines,"	25
Dunkirk,	Hotel Gratiot,	25
Seaside,	Hotel Gerard,	25
Delhi,	Edgerton House,	25
Cornwall,	Smith House,	25
Walden,	St. Nicholas House,	25
Kinderhook,	Kinderhook Hotel,	25
Montour Falls,	Montour House,	25
Batavia,	Hotel Richmond,	25
Ireland,	Dunning St. Hotel,	25
Cornwall,	Smith House,	25
Lebanon Springs,	The Field Inn,	35
Janica,	Bennett's Arcadium,	25
Rockaway Beach,	Cliff Cottage,	25
Fulton,	Lewis House,	25
E. Onondago,	Empire House,	25
Schenectady,	Hotel Vendome,	25
Ticonderoga,	Hotel Burlington,	25
Housick Falls,	Hotel Fitchburg,	25
Gifford,	Old Gifford House,	25
Poughkeepsie,	Nelson House,	25
Fairkill,	Prospect Park Hotel,	25
Poughkeepsie,	Morgan House,	25
Caldwell,	Lake House,	25
Rome,	Arlington Hotel,	25
Catskill,	Hotel Columbia,	25
Montgomery,	National Hotel,	25
Cazenovia,	Runklin House,	25
New York City,	Metropolitan Hotel,	25
Saratoga Lake,	Hotel Hamilton,	25
Gifford,	Cornell's Hotel,	25
Little Falls,	New Metropolitan Hotel,	25
Alexander,	Palace Hotel,	25
Fort Miller,	Winlow Hotel,	25
Hicksville,	Grand Central Hotel,	25
Buffalo,	The Genesee,	25
Elastate,	United States Hotel,	25
Tonawanda,	Excelsior Hotel,	25
Valport,	Pine Mesa Inn,	25
Chester,	American House,	25
Garrison's,	Highland House,	25
Watkins,	Watkins House,	25
Saratoga Springs,	Levengston Hotel,	25
Mexico,	Hotel House,	25
Sherbourne,	Hotel Daniels,	25
Middletown,	Commercial House,	25
Chatham,	Chatham House,	25

No. Hempstead,	East Williston Hotel,	25
Candor,	Ashtland House,	25
Stockport,	Brookside Hotel,	25
Sag Harbor,	American Hotel,	25
Amityville,	Haystack Hotel,	35
Moriches,	Wilson Cottage,	25
Chateaugay,	Brook's House,	25
Riverhead,	Long Island House,	25
Scholar's,	Parrott House,	25
Southampton,	Orion Hotel,	25
No. Syracuse,	Willer House,	25
Hewer,	South East House,	25
Leeds House,	Leeds House,	25
Millrod,	Kulkern House,	25
Woodport,	Willer House,	25
Cohoes,	Harmony Hotel,	25
Herkimer,	Waverly Hotel,	25
Owego,	Awhoga House,	25
Lima,	American Hotel,	25
Hyde Park,	Park Hotel,	25
Annandale,	Annandale Hotel,	25
Bolivar,	Newton House,	25
Ravena,	Purvey House,	25
Edinboro,	Kulterberg House,	25

The proprietors of the above-named hotels have signed contracts with the New York State Division, agreeing to give the discount opposite their names, from the regular rates, on presentation of L. A. W. ticket for current year.

81 Vanderhulst Building, New York, N. Y.

Aug. 21, 1896.

MEMBERS NORTH CALIFORNIA DIVISION.

The Hand Book containing various tours with information how to make them, is ready for distribution and will be sent to all members of this division who apply for one.

A special California button, emblematic of the L. A. W., is now on sale at this office, the price being thirty-five cents, the actual cost of manufacture. Every member should wear one in his button hole. Instead of advertising buttons now worn, and in this manner create a desire for non-members to join the League.

The new 1896 Road Book will be ready for delivery to members by September 30th. All those who have applied to me for a copy, and who have not received a copy of the '95 edition, will be sent one as soon as issued. Those having received copies of the '95 edition will be asked to pay a certain sum to be set by the board of officers at their next meeting, and also to return their old books.

STANLEY G. SCOVEN, Sec. Treas.

NORTH CALIFORNIA DIVISION.

Notice to members: I beg to advise you that certain parties, professing to be connected with the North California Division, League of American Wheelmen, are soliciting advertisements for a Road Book, announcing that it is the official L. A. W. Road Book. Such statements are false, and you are urged to use your power among your townspeople, informing them of this fact.

The official League Road Book of this division is now being completed, and will be issued about September 30th; and the only advertisements to be found therein are from the tradespeople of San Francisco.

Kindly give this the publicity which it deserves, thereby aiding the Board of Officers of this division.

Fraternally yours,

FRANK H. KERRIGAN, Chief Consul.

STANLEY G. SCOVEN, Sec. Treas.

RHODE ISLAND DIVISION.

Souvenir of the State Meet. at Crescent Park, August 22, may be obtained by sending stamp to

NELSON H. GIBBS, Sec. Treas.

PROVIDENCE, R. I., Aug. 20, 1896.

NEBRASKA.

I hereby certify that here has been filed in my office nominations for State officers of Nebraska, for the year 1897, as follows:

Chief Consul, Ed. M. Cox, Omaha.
Vice Consul, J. A. Benson, Lincoln.
Secretary-Treasurer, N. P. Hansen, Kearney.
Representative, Fred Ben, Minden.

W. M. McCall, Sec. Treas.

GRAND ISLAND, NEB., Aug. 20, 1896.

OHIO GLASS AND TACK LAW.

The following law was passed April 16, 1896, by the Ohio legislature, through the instrumentality of the Ohio Division, L. A. W.

Sec. 1. Be it enacted, etc.: That whoever places or causes to be placed, in or upon any avenue, street, alley, road, highway or public way, any tack, nail, piece of iron, broken glass, bottle, brick, or other substance, except such substance as may be placed on any avenue, street, alley, road, highway or public way by proper authority for the repair or construction of the same, which may injure, cut or penetrate any pneumatic tire, shall be guilty of a misdemeanor and shall be fined not more than fifty dollars or less than five dollars.

Sec. 2. Such fine when collected shall be paid into the road or street fund of the township or municipal corporation in which they were collected.

OREGON.

The first regular meeting of the Board of Officers of the Oregon Division will be held at Portland, Wednesday, Sept. 9th. This meeting will be held in accordance with our new division constitution and by-laws, which were adopted at a special meeting in July 1896, and committee chairmen will please present written reports at this meeting.

A. J. DONNELLY, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

	Boston, Sept. 4, 1896.	
	Total, 1,093—460,253.	
	Over 128,000, ARIZONA, 1—139.	
782 Westfall, J. W.,	Unattached.	Casa Grande
Over 128,000, ARKANSAS, 1—257.		
783 Hooper, John W.,	Unattached.	Clarendon
Over 128,000, COLORADO, 7—723.		
784 "Harpur, Mrs. Helen M.,	Unattached.	Cresce
Over 128,000, CONNECTICUT, 11—1,273.		
5 Shannon, Dr. S. F., box 141,	Deer	
6 McKee, J. H., box 167,	Grand Junction	
7 Thomas, Mrs. W. C.,	Grand Junction	
8 McNett, D. W.,	Monte Vista Wheel Club.	Monte Vista
9 Peyer, W. J., 320 N. Nevada Ave.,	Colorado Springs	
Over 128,000, CONNECTICUT, 11—1,273.		
Putnam C. C.,		
781 Anguish, Albert,	Greenwich	
2 Harkness, Harry S.,		
3 Hartford Wheel Club,	Hartford	
3 Boutelle, L. Gertrude, 45 Park st.,		
4 Fairfield, P. E., 207 Sigourney,		
R. N. C.		
5 Lathrop, G. A., box 230,	Norwich	
Unattached.		
6 Spaulding, E. H., 320 State, New London		
7 Betham, Joseph W., box 3,	Putnam	
8 McTigue, Ogden T.,	Sharon	
9 Scofield, H. C., Atlantic st.,	Stamford	
800 Provost, Harry S., 14 Oak st.,	Providence	
Over 128,000, DISTRICT OF COLUMBIA, 1—214.		
Unattached.		
802 Reynolds, A. L., 902 7th st., N. E.,	Washington	
Over 128,000, DISTRICT OF COLUMBIA, 12—409.		
Unattached.		
803 DeWitt, P. W., U. Tel. Co.,	Atlanta	
4 Castle, Gus., 38 Peachtree st.,		
5 Gash, W. D.,		
6 Hilder, H. J., 33 Whitehall,		
7 D'Almeida, H. J., 320 Haynes,		
8 Pense, O. J., 120 Piedmont ave.,		
9 Thompson, H. B., 74 Spring,		
810 West, B. E., 201 Simpson,		
1 Park, W. H., Atlanta W. Journal,		
2 Newell, Robert H., 115 O. Meridian,		
M. W. C.		
3 Glick, J. P.,	Marion	
4 Sullivan, J. B., Jr.,	Rome	
Over 128,000, IDAHO, 1—5.		
Unattached.		
815 Newland, E. E.,	Boise City	
Over 128,000, ILLINOIS, 38—3,335.		
Illinois C. C.,		
816 Lucas, J. P., 5513 Superior st.,	Amelia	
Chicago C. C.,		
7 Oiler, L. J., 4236 Oakwood ave.,	Chicago	
8 Oiler, Mrs. L. J., 4236 Oakwood ave.,		
9 Nadel, Bern., 6327 Stewart ave.,		

- 7 Phillips, A. J., 1400 Preston st., "
8 Prewitt, G. W., M. D., 6th & Walnut, "
9 Porter, Albert C., 1807 2d st., "
110 Pirtle, Claiborne, 1320 4th ave., "
1 Richardson, Will W., 720 2d, "
2 Balme, J. A. Jr., 522 W. Broadway, "
3 Ray, Al., 629 4th ave., "
4 Rabel, Thos. H., 116 W. Main st., "
5 Rufer, Chas., ex. Rufers Hotel, "
6 Rominger, L., 831 Floyd st., "
7 Ruessal, W. L., 3008 Bank st., "
8 Rosenheim, Jacob, 1321 4th ave., "
9 Robbins, Dr. C. F., 820 Jackson st., "
120 Roe, H. H., 712 W. 2nd st., "
1 Richardson, C. C., 226 2d st., "
2 Sudduth, Geo., Floyd & Gray sts., "
3 Straus, Marc, 348 3d st., "
4 Schulz, Edw., 831 Floyd st., "
5 Struck, R. N., Chestnut & Garden, "
6 Schulhauss, Henry, 623 3d st., "
7 Schulhauss, L. L., 1040 5th st., "
8 Struck, A., Chestnut, "
9 Swain, H. E., 1810 4th st., "
130 Shaw, B. W., 413 W. Chestnut, "
1 Saunders, John J., Columbia b'd'g, "
2 Sauer, W. E., 220 2d st., "
3 Shalcross, R. J., 1318 W. Chestnut, "
4 Shaw, Granville W., 1358 E. Broadway, "
5 Stokes, Edgar W., 710 E. Broadway, "
6 Schuttler, A., 2102 W. Market st., "
7 Sturts, Will A., 1512 Brook st., "
8 Seaton, W. H., 2328 W. Walnut, "
9 Smith, S. D., 2913 Floyd, "
140 Seemolin, Miss Jean, 2420 Cypress st., "
1 Schwab, Wm. B., 1928 W. Jefferson, "
2 Stey, Wm. J., 1621 Baxter ave., "
3 Stroy, C. A., 2533 Beech, "
4 Sheeld, M. H., Harbord Pike, "
5 Starr, Edwin, W. Market st., "
6 Schwabenton, Alex., 111 18th st., "
7 Sackett, Wm., 2415 Portland ave., "
8 Snyder, Geo. H., 1113 & Maple sts., "
9 Smyth, John F., 5th & Market sts., "
150 Schroeder, L. A., 921 Second, "
1 Schmitt, W. R., 722 Lambert, "
2 Silbertorg, S. S., 801 W. Jefferson, "
3 Strouse, J. B., 109 E. Chestnut, "
4 Singleton, J. P., 35 St. James' Court, "
5 Schumann, Leo C., 2510 W. Jefferson, "
6 Schreyer, Geo. H., 2113 & Maple sts., "
7 Hodge, Charles, 512 3d st., "
8 Thomas, W. A., 327 W. Walnut, "
9 Taylor, Thos. A., 544 Third st., "
100 Thomas, E. A., 544 Third st., "
1 Thomas, Bryan S., 1019 W. Chestnut, "
2 Thornton, J. L., 250 3d Force ave., "
3 Taylor, C. F., Court House, "
4 Thomas, W. R., 198 Bullitt, "
5 Thompson, W. W., Jr., "
6 Tipton, Jas. W., 414 E. Jacob st., "
7 Traber, C., 2016 W. Market, "
8 Treasler, Robert F., 522 3d Market, "
9 Thomas, Martin L., 544 3d st., "
170 Terry, Wm., "
1 Todd, W. E., 1106 1st, "
2 Thompson, S. K., 1000 W. Main, "
3 Vap Zandi, Thos. K., 1127 W. Jefferson, "
4 Vatter, Wm. F., 276 Campbell, "
5 Vatter, Chas. H., 276 Campbell, "
6 Vincent, J. T., 2115 St. Xavier, "
7 Willett, F. J., 804 8th st., "
8 Williams, Dr. J. M., 233 W. Chestnut, "
9 Wilcox, Mrs., 350 W. Jefferson, "
180 Warren, C. N., 2448 Catalpa st., "
1 Wintersworth, Jao. B., Courier Journal Co., "
2 Weller, Geo. L., 2121 3d st., "
3 Wald, R. H., 110 4th st., "
4 Watts, W. Ormsby, 413 W. Main, "
5 White, A. C., ex. Jeffers Bros. 5d & Chestnut, "
6 Werts, G. D., 446 W. Market, "
7 Watkins, S. H., 420 4th st., "
8 Winter, J. Jr., 4th ave., "
9 Walker, Ed., 3d & Chestnut, "
190 Wraspeninger, Jop., 1000 Bank st., "
1 Wilson, J. G., 1910 4th st., "
2 Westbay, E. R., 2409 Portland ave., "
3 Woodfolk, T. C., 516 W. Market, "
4 Wiffligt, Geo., 212 W. 2d st., "
5 Schleicher, Edward, 1516 7th st., "
6 Loeffler, A. E., 606 E. Madison, "
7 Smith, Geo. T., 1130 W. Main, "
8 Smoot, Dr., 301 W. 30 W. 3d, "
9 Broadner, C. K., "
200 Price, Max T., "
1 Sandiford, W. S., "
2 Knair, C. A., "
3 Grundwald, W. J., "
4 Smith, J. S., "
5 Bamberger, Sidney E., 532 Clay st., "
3 Hank, H. R., 426 S. 8th st., "
4 Jones, Oscar B., 319 N. 9th, "
5 Stevens, Ernest L., 4th & Broadway, "
6 Thompson, G. Leake, 312 S. 6 st., "
7 Wahl, Albert C., 311 Broadway, "
8 Burgin, Dr. Velly W., 18 Second, "
9 Gibson, John R., "
220 Rock, John W., "
1 Zarling, Allen, "
2 Bowden, Henry W., "
3 Wallace, A. J., "
4 Williams, Tom, Jr., "
Overs 129,000, LOUISIANA, 11-183, "
Southern Wheelmen. "
225 Abbott, Glimmer, 1640 State, New Orleans "
6 Quenell, C. A., Pickwick Club, "
Unattached. "
7 Jourdan, F. N., Columbia, Covington "
8 Abbott, A. C., Jackson & St. Charles, "
Unattached. "
9 Guillotier, Chas. B., 419 Carondelet, "
230 Peltier, M. F., 5623 St. Charles, "
1 Levy, Frank L., 1527 7th st., "
2 Thompson, T. T., Hennes b'd'g, "
3 Johnson, M. S., 2235 Carondelet, "
4 Waddell, Paul, 323 Bayoune st., "
5 Patton, Mercer W., 807 Common st., "
Overs 129,000, MARYLAND, 1-1,000, "
Unattached. "
236 Edmondson, Noah A., "
Overs 129,000, MASSACHUSETTS, 68-1,515, "
Metropolitan Wheelmen. "
237 Foster, Fred, 23 Broad st., Boston "
Clover Y. & C., "
8 Ferrel, C. L., 76 Walnut ave., Boston "
9 Mitchell, J. T., 48 Main, Medford "
Mat. Road Club. "
240 Alanka, Herbert M., 17 Parkman, "
Dorchester. "
Spalding Riders. "
1 Tenney, Fred C., Holliston "
Hyaniss R. C., "
2 Hinckley, Dr. E. C., Main st., Hyaniss "
Pittsfield B. C. Club. "
3 Syman, James W., box 1344, Pittsfield "
Conn. Valley W. "
4 Blos, E. C., 37 Bridge, Springfield "
5 Wilmore, E. N., 82 Marble, "
6 Fowler, Ralph N., 211 Princeton, "
7 Fuller, Herbert K., Republican Office, "
8 Whitten, J. E., Bridge st., "
Eagle C. C., "
9 Carlisle, F. E., 54 Madison ave., "
250 Tat, W. G., 37 Franklin, "
Massasoit C. C., "
1 Hurdick, F. C., 35 Howard, "
Springfield Century W. "
2 Stevens, R. C., 29 Massasoit, "
Shamane C. C., "
3 Edmunds, Ernest J., Sandwich "
Eagle C. C., "
4 Sanders, Dr. S. H., Salem "
Unattached. "
5 Lord, F. W., 427 Main, Athol "
6 Chisholm, D. M., Nat'l Bank of Re- "
demption, Boston "
7 Fraser, Geo. E., 43 Warren ave., "
8 Howard, Henry, 13 Pearl, "
9 Harris, G. W., 46 Temple, "
260 Harris, Mrs. Jennie T., 46 Temple, "
1 Johns, Clayton, 5 Mt. Vernon pl., "
2 Plummer, Frank O., 100 Faneuil Hall "
Market, "
3 Sweeney, Sumner E., Nat'l Revere Bank, "
4 Taylor, Frank T., 246 Congress, "
5 Whitney, George, 40 State, "
6 Whittemore, Charles A., Cambridge "
7 Stowell, Jean H., 15 Lincoln, Cambridge "
8 Crowther, A. F., 223 Broadway, "
Chilcopee Falls "
9 Townes, Nettie, box 425, Dauvers "
270 Howe, James L., Cook st., Dorchester "
1 Flanagan, Patrick D., Commercial, "
East Braintree "
2 Borgia, D. C., 330 Saratoga, East Boston "
3 Messner, Wm. R., Hotel Briggs, Franklin "
4 Brooks, C. E., 22 Everett, Fitchburg "
5 Woolford, George B., 22 Everett, "
6 Joy, Miss Edith M., box 213, Groton "
7 Ryan, William D., box 608, Haverhill "
8 Laphere, Andrew N., 5 Little River, "
9 Doyle, F. W., Truant Officer, Holyoke "
280 Harrington, Chas., 57 Orchard, "
Jamaica Plain "
1 Kelly, Wm. J., 29 Sheridan, "
2 Badger, Geo. H., 42 Waverly, Lynn "
3 Peavey, Waldo L., 87 Beacon Hill ave., "
4 Raymond, L. J., Highland House, "
5 Adams, A. W., 56 Henry ave., "
6 Benke, John F., Williams st., Malden "
7 Allen, Geo. A., 40 Russell st., Melrose "
8 Barker, Geo. T., 52 State, Newburyport "
9 Harding, E. L., 12 1/2 No. Broadway, "
290 Hyde, A. T., "
1 Flitt, Harry A., Revere st., Revere "
2 Conant, Frank R., box 331, Sharon "
3 Case, William F., 150 Boston, "
4 Mulligan, Bernard J., Boston st., "
- 5 Pratt, Ronald H., 155 Glen, Somerville "
6 Sullivan, Edw. Wd. G., 69 Federal, Springfield "
7 Holman, Walter E., 21 Catharine, "
8 Hurbutt, Nathaniel T., Webster "
9 Davis, Alexander D., Mansfield st., W. Roxbury "
300 Merrick, Frank W., Mt. Vernon st., "
1 Travis, Wm. W., box 100, Weymouth "
2 Edson, Phila. A., Whitman "
3 Richards, Walter E., "
4 Chaffee, Myron H., 70 Chandler, Worcester "
Overs 129,000, MICHIGAN, 15-868, "
Detroit Wheelmen. "
305 Belden, Edw. R., 375 Third st., Detroit "
6 Fornhall, Geo. H., 201 Woodward ave., "
7 Juterebeck, E. E., 319 Gratiot ave., "
8 Lanfkin, Ernest, 253 Grand River ave., "
9 Young, Melvin, "
Escanaba "
Unattached. "
310 Clemmer, M., 197 S. Kendall, Battle Creek "
1 Johnston, G. D., Fort & Wayne sts., Detroit "
2 Kimmick, Ernest, 614 E. Congress, "
3 Seiblie, Louis F., 562 E. Fort st., "
4 Cooper, Wm. H., 11 Highland Park, "
5 Nilsson, Elton S., Howell st., Hillsdale "
6 Galloway, Harry L., box 210, Holston "
7 Thompson, B. J., "
8 Francis, R. R., 2824 S. Wash. ave., Saginaw "
9 Cope, Edwin H., box 229, St. Joseph "
Overs 129,000, MINNESOTA, 3-128, "
United Wheelmen. "
320 Price, Fred, 514 Nicollet ave., Minneapolis "
Unattached. "
1 Penney, T. E., 2446 Harriet ave., "
2 Reid, H. H., 85 Spruce pl., "
Overs 129,000, MISSISSIPPI, 2-47, "
O. K. Wheelmen. "
325 Brandfield, Walter, Aberdeen "
4 Hamilton, Charles E., "
Overs 129,000, MISSOURI, 29-2086, "
Aeolian W. "
326 Guggenheime, F. S., 1213 Walnut st., Kansas City "
Kover. "
6 Champlin, D. W., 602 Olive, St. Louis "
Kenneth. "
7 Rick, Louis A., 2907 N. 20th, "
8 Over, Henry Road C. "
9 Cabo, Fred T., 4252 Finney ave., "
Tower C. C., "
9 Bradley, W. L., 1926 Ober ave., "
Overs 129,000, N. 14th, "
Mercury W. C., "
1 Arnold, A. C., 319 N. 3d st., "
Unattached. "
2 Collins, B. E., "
3 Bricker, E. A., 1016 Oak, Kansas City "
4 Richards, Bayard C., Lamar "
Pasquetti, J. C., "
6 Clarke, R. H., 3133 Ende ave., St. Louis "
7 Allen, R. M., 404 Homer b'd'g, "
8 Baumhoff, Geo. W., 3308 Park ave., "
9 Coker, S. E., 315 Washburn b'd'g, "
340 Clark, Fred L., 5116 Wells ave., "
1 Crylar, Mrs. Mary C., 6318 Virginia ave., "
2 Enders, Oscar, 2802 Park ave., "
3 Grant, R. B., 4183 Morgan st., "
4 Hoffman, Geo. E., 1940 Benton st., "
5 Kalb, Chas. H., 120 N. 3 st., "
6 Francis, R. E., 315 Washburn b'd'g, "
7 Powell, E. G., 215 N. Broadway, "
8 Sharpe, Beatt, 4132 Wash. ave., "
9 Stone, J. C., 5121 Wells ave., "
350 O'Connell, F. W., 10 Laclede b'd'g, "
1 Townsend, W. R., 105 N. Broadway, "
2 Neunardt, J. H., 12th & St. Chas., "
3 Zellinger, Christian J., Zellotola "
Overs 129,000, NEBRASKA, 2-361, "
Omaha Wheel Club. "
354 Cronin, W. L., Brunswick Hotel, Omaha "
5 Mielke, Otto, 1411 Douglas, "
Overs 129,000, NEVADA, 3-49, "
Reno W. C. "
356 Kraft, Wm., "
7 Tillman, Andrew, "
8 Van Etten, H. B., "
Overs 129,000, NEW HAMPSHIRE, 2-349, "
Unattached. "
350 Weston, Arthur K., "
360 Crowell, Edward W., box 86, "
Overs 129,000, NEW JERSEY, 50- "
Owl Bicycle C. "
361 Jarrett, Imuel A., Prince st., Bordentown "
S. Camden W. "
2 Heidemann, Edw. H., 414 Elm st., Camden "
Broadway Epworth C. "
3 Reed, Chas. C., 449 S. 6 st., "
East Orange C. "
4 Reed, Stephen A., 150 Walnut, E. Orange "
Palme. "
5 Hall, Thos. H., 308 Bergen ave., Jersey City "
Tourist C. C., "
6 Kerr, John F., 171 Hamilton ave., Paterson "

- Unattached.
- 7 Schults, E. H., Arlington
8 Scurry, John T., box 205, Beverly
9 Sander, Delbert C., 581 Steven st., Camden
10 Seering, Edward M., Dover
11 Selnes, H. P., 80 W. Grand st., Elizabeth
12 Selnes, Mrs. E. F., 80 W. Grand st., "
13 Elliot, Joseph W., 35 Dodd st., E. Orange
14 Selnes, E. H., Haddonfield
15 Log, Geo. E., Box D., Jersey City
16 Selner, Arthur, 120 Hudson, "
17 Uman, Maurice, 25 A Sherman pl., "
18 Rogers, Anna, box 102, Lakewood
19 Silwell, L. F., Lincoln Park
20 Silwell, Chas. G., box 8, 24, "
21 Simons, A. W., Willard pl., Montclair
22 Simon, E. L., 58 Taylor st., Newark
23 Foster, Mrs. Martha V., 191 Roosevelt
24 Silwell, H. W., 318 Belleville ave., "
25 Howard, Henry S., Jr., 14 Park pl., "
26 Rosenwasser, Samuel, 219 Littleton ave., "
27 Schulz, Chas. W., 172 N. 7 st., "
28 Wessell, G., Carleton, box 215, Palmyra
29 Clarke, St. John, 453 Park ave., Paterson
30 Loeis, Mrs. H. (or Max Werchabagen, "
31 Loeis, Richard, (or Max Werchabagen, "
32 Bremen, Germany, "
33 Borsum, Louis, 218 Woodland ave., Plainfield
34 Borsum, Mrs. Ida, 218 Woodland ave., "
35 Randolph, Edward F., box 500, "
36 Hanson, John, 31 Van Iverer ave., "
37 Small, Alex. H. M. D., Riverside
38 Small, Mrs. Alex. H., "
39 Price, John H., Sayreville
40 Waldstein, Mrs. M. H., Hartford rd., S. Orange
41 Walstein, Dr. M. E., Hartford rd., "
42 Furman, Wm. T., box 556, Trenton
43 Milwood, C. C., 222 S. Warren, "
44 Rose, Burroughs S., 945 Berkeley ave., "
45 Reeves, A. C., 157 Greenwood ave., "
46 Goding, Wm., "
47 Searcy, Rev. Robert L., box 72, Vineland
48 Lamb, John, 381 Mountain rd., W. Hoboken
49 Hoffer, John, box 63, Williamstown
50 Pickett, Howard, "
51 Zimmerman, Calvin, "
Over 129,000, NEW YORK, 180—
IN 255.
37 Brookman C. C., "
61 Witherspoon-Morrey, Rev. L. G., box 41, Bellport
38 Mayhew, C. C., "
42 Harding, Mrs. J. H., 60th st. & 19th ave., Brooklyn
43 Ulrich, J. A., 50th st. & 19th ave., "
44 Milwood, C. C., "
45 de Selding, Joel S., 15 Canton ave., "
46 No. Brooklyn Wheelmen, "
47 Myers, John P., 307 Prospect pl., "
48 Ruse, Touring C., "
49 Storman, Rose A., 287 Front ave., Buffalo
50 Haverstraw Wheelmen, "
51 Murray, T. J., box 263, Haverstraw
52 Hamilton Wheelmen, "
53 Smith, Lewis B., box 285, Huntington
54 Poland C. C., "
55 Butler, Clayton B., Kennedy
56 Nichols, Lynn A., "
Century Wheelmen, "
57 Howe, Wm., 516 Madison, New York
58 Smith, Otto, 460 Broome, "
59 Harrison, James W., 304 West 18th, "
60 Tully, James R., 1814 Park ave., "
61 Triumph C. C., "
62 Best, H. W., 496 Amsterdam ave., "
63 Melato C. J., 1115 Greene ave., "
64 Maber, Julius, 182 Essex st., "
Maple City Wheelmen, "
65 Pette, A. B., Ogdensburg
66 Postgraduate B. C., "
67 Rademacher, Geo. E., box 187, "
Poughkeepsie
Lake View Wheelmen, "
68 Paine, Theodore G., 122 North, Rochester
Eagle C. C., "
69 Tonkers, B. C., "
70 Tompkins A. B., Warburton ave., Yonkers
Unattached.
71 Eow, Henry D., 55 State, Albany
72 Harry, M., John I., 342 Hamilton, "
73 Trammel, Charles A., 510 First st., "
74 Wells, Charles W., 1115 Greene ave., "
75 Velle, Thomas, Sedgwick pl., Bay Ridge
76 Houghton, William, Bellmore
77 Barr, Harold, M. D., 508 Henry, Brooklyn
78 Webster, Edgar C., 307, "
79 Johnson, A., 297 7th ave., "
80 Miller, H. A., 2119 Sackett, "
81 Uleman, C., 172 Carroll, "
82 Whitehouse, Wm. J., 157 Greene ave., "
83 Uleman, Mrs. W. A., 749 Nassau, "
84 Dunham, Geo. A., 327 Rodney, "
85 Joslin, Charles, 202 Prospect pl., "
86 Jones, W. W., 52 Hanson pl., "
7 *Hegeman, Miss Ruth E., 18th ave., &
79th st., "
87 Quick, E. B., 135 Clinton pl., "
88 Avery, Henry W., 820 Quincy, "
89 Barker, J. L., 480A Marion st., "
90 Clapham, Joseph, 1003 Hancock, "
91 Gilbert, John, 585 Lexington ave., "
92 Colt, Walter S., 5 Spencer ct., "
93 Cadiz, Ramon G., 465 14th st., "
94 Dieter, William, 507 Koestusko, "
95 Gilbert, Arthur W., 113 India, "
96 Fox, Charles A., 178 Adelphi, "
97 Holmes, Walter H., 1053 Hancock, "
98 Ketchum, Dr. Geo. F., 331 Adelphi, "
99 Moore, Dr. F., 24 S. Marks ave., "
100 Morris, Wm., 700 Putnam ave., "
101 Miller, L., 111 State st., "
102 Naval, John P., 1029 Bedford ave., "
103 Starrett, Heydon, M. D., 417 Herkimer, "
104 Schmidt, W. A., 163 Amity, "
105 Walker, Clarence, 283 Tompkins ave., "
106 Denny, Robert A., 817 7th st., Buffalo
107 Moore, E., 647 West ave., "
108 Helts, Walter, 484 W. Ferry, "
109 Brown, Richard A., 845 Elliott sq., "
110 Bernhard, Herman, 419 Elmwood ave., "
111 Moore, Frank, 516 Grant, N. J., "
112 Hutchinson, John W., 318 Vermont, "
113 Mosley, Geo. T., M. D., 202 Delaware, "
114 Giddie, L. C., 98 17th st., "
115 Palmer, Chas. H., 316 Vermont, "
116 Read, William W., 66 College, "
117 Gaffinger, R. L., box 98, "
118 Moore, E. C., Fordham Heights
119 Rightmire, W. G., Fairport
120 Broughton, Everett J., Garden City
121 Shephard, Ethel Anna, box 50, "
122 Moore, E. C., box 73, "
123 Thym, L. A. T. M., "
124 Rimes, Richard W., Dryden, "
125 Jones, M. E., 209 E. State, "
126 Coleman, M. K., Cole's Warren, "
127 Treker, Frank, Ackerman St., King's Bridge
128 Ward, Rev. Wm. D., "
129 Elth, John, box 155, "
130 Koman, John, Gardner ave., "
131 Leech, Geo. D., Home Park, New Rochelle
132 Franzen, C. Otto, 9 Monroe ave., New Brighton
4 Gordon, S. H., 31 First ave., "
5 Bird, Harrison Kerr, Union League Club, New York
6 Brainerd, Owen, 76 West 68th, "
7 Durrington, Mrs. E., 231 West 134th, "
8 Rohling, Mrs. Mary, 147 East 30th, "
9 Castle, F. E., 17 Warren st., "
10 Griffith, H. C., 109 West 125th, "
11 Griffith, Chas. Jr., 48 Ellipse, "
12 Hamner, George W., 224 East 18th, "
13 Hutchnmitt, Adam W., 408 East 52d, "
14 Jaekel, Albert, 11 East 19th, "
15 Kuno Henry, 108 East 14th, "
16 Ketchum, Henry B., 35 Wall, "
17 Kyle, John M., 336 Lexington ave., "
18 Lyman, Edward M., 105 Lexington ave., "
19 Lewinthal, Dr. David C., 157 Henry, "
20 Liebes, Alvin, 361 West 116th, "
21 Nagle, Rudolph J., 1640 Madison ave., "
22 Shaw, Chas. J., 17 Warren, "
23 Stephens, Alfred, 258 West 29th, "
24 Steiner, M. E., 17 William, "
25 Sherman, Minolt, 120 Broadway, "
26 Schnakenberg, L. H., Bowery cor. 4th
27 Tanaka, Minoru, 539 Broadway, "
28 Inglish, Martin, 218 West 133d, "
29 Wiley, Alex., 61 Hudson, "
30 Browne, W. B., box 983, "
31 Denison, W. A., 117 Wall, "
32 Johnson, Alice J., 166 East 78th, "
33 Mullen, J. J., 25 Madison, "
34 Stevens, Mrs. Ethel, 17 West 84th, "
35 Fritz, Kienne, 130 West 22d, "
36 Mark, John W., 244 East 60th, "
37 Mark, Chas. W., 211 Madison, 115th, "
38 Mark, Amelia M., 213 West 115th, "
39 Parke, W. M., New Pier 25 N. R., "
40 Stucky, Charles, 244 East 60th, "
41 Hoyer, Alfred, 117 90th st., "
42 Betsch, Wm., 355 2d ave., "
43 Badger, Mrs. Isabel C., 306 K. 117th st., "
44 Hattap, James, 112 W. 134th st., "
45 Swell, John D., 229 E. 14th st., "
46 Cannon, F. C., 853 Broadway, "
47 Caron, George, 423 3d st., "
48 Burns, J. M., Morris Hotel, "
49 Clemente, Jos. H., 50 Madison st., "
50 Canfield, Reade E., 154 W. 16th st., "
51 Cunningham, John P., 428 E. 15th st., "
52 Dees, Richard H., 853 E. 135th st., "
53 Davera, S. R., 407 Third ave., "
54 Fox, Andrew, Gilsey House, "
55 Glinov, John J., 38 Park Row, "
56 Glinov, Mrs. J., 157 Madison ave., "
57 Hoffmann, Darwin J., 712 Courtland
ave., "
58 Huels, Emil J., 202 Fifth ave., "
59 Herbert, Frank, 425 Third ave., "
550 Harper, P. F., 18 Broadway, "
561 *Heas, Miss Blanche R., 104 W. 87th st., "
57 Marks, Perry Com. Ex. Bank, "
58 McDonough, W. H., 38 Park Row, "
59 Pladwell, W. E., 4 Warren st., "
60 Rathbone, Wm. J., 202 5th ave., "
61 Robinson, Nelson L., 46 E. 21st st., "
62 Rathbone, H. B., 238 W. 73d st., "
63 Rumb, W. F., Composing Room, "
64 Smith, Ernest E., 202 5th ave., "
65 Schaefer, F. W., 201 W. 77th st., "
66 Stridder, E., 674 9th ave., "
67 Thurston, Chas. E., 114th W. 30th st., "
68 Veit, R. C., 81 Convent ave., "
69 Veit, Mary E., 11 Convent ave., "
70 White, Fred H., 29 W. 90th st., "
71 Williams, Mrs. Gus, 1470 Lexington
ave., "
72 De Ridder, Stanislas, P. O. 445 W.
Main st., Louisville, Ky., "
Oswacuna-on-Hudson
8 Hancock, Warren L., M. D., St. Lawrence
State Hospital, Ogdensburg
9 Wilgus, Dr. Sydney D., St. Lawrence
State Hospital, "
570 Wiaz, Dr. P. M., St. Lawrence, State
Hospital, "
1 Gelse, Wm. F. G., box 23, Pelham Manor
2 Southard, W. D. Jr., 1058 Main, Peekskill
3 Southard, Mrs. W. D. Jr., 1058 Main, "
4 Numan, Louis, 21 U. S. Inf. Flatbush
5 Meacham, T. S., "
6 Miller, A. F., 182 Lake ave., "
7 McKown, Samuel C., 1054 E. Main, "
8 Van Zandt, Mary E., 25 Ridger, "
9 Redman, C. Alice, 7 Broesel Pl., "
580 Leonard, E. F., box 563, "
1 Carilli, Norman B., "
2 Barcan, Walton C., box 535, "
3 Hughes, A. E., 306 Harrison, "
4 Lloyd, Geo. H., or Syracuse Specialty
Mfg. Co., "
5 Scheff, Harry R., Hill Falls, "
6 Rehl, Thorburn, 8 Front st., "
7 Rowe, Wm. S., 708 Union, "
8 Jones, Miss Elizabeth, P. O. 157 Had-
son ave., Peekskill, N. Y., "
9 Bishop, Chas. G., "
590 Miller, S. O., "
Over 129,000, NORTH CAROLINA,
7-1024.
Rose City Wheelman,
501 Cook, Lincoln H., box 352, "
Unattached.
2 Foster, Wm. B., 1410 Ray st., "
3 Cowden, Ambrose F., "
4 Archard, W. L., 10th & Broadway, "
5 Tullman, J. R., 12th & Washington, "
6 Short, Chas. J., 229 Col. St., "
7 Von Tillow, Ward, 630 Union, "
Over 129,000, NORTH CAROLINA,
1-4B.
Unattached.
508 Remsburg, E. L., box 211, "
Over 129,000, NORTH CAROLINA, 1-50,
509 *Chase, Mrs. Kate F., Third ave., "
Jamestown
Over 129,000, OHIO, 18-2294.
600 Theobald, J. Wm., box 717, "
East Palestine C. C., "
1 Schodde, H. G., Main & Market, "
E. Palestine
2 Stevenson, Albert N., "
Lodell C. C., "
3 Cister, Lute, Yale Hotel, "
Wellington, Wm. C. C., "
4 Webster, Edward F., Jr., "
Unattached.
5 Breed, W. J., 1213 West 8th, "
6 Cooke, Jas. W., 350 E. Wash., "
7 Morton, David E., 307 Broadway, "
8 Pammel, Edward S., Shaffer Road, No., "
Fairmount.
9 Wilhelm, C. H., 622 Race, "
610 Bates, Alex. C., 35 Wade h'd'g, "
1 Day, Clinton S., 22 Tilden ave., "
2 Grimes, Joe W., 277 Erie, "
3 Spirey, Mrs. S., Glenway pl., "
4 Devlin, F. J., Hotel Beckel, "
5 Stocklein, E. J., Market, "
6 Hannum, B. F., "
7 Ingalls, Ed. H., 31 Ashland, "
Over 129,000, OKLAHOMA, 1-48.
Unattached.
618 Rathin, Frank, "
Over 129,000, PENNSYLVANIA, 210-
8402.
Allegheny C.
619 Andrews, Geo. W., 54 Avery st., Allegheny
620 Egan, Albert H., 23 N. Diamond,
Clearfield.
1 Swertrick, A. M., "
Erie Wanderers
2 Kennedy, W. H., 350 E. 15th st., "
3 Kessler, C. H., 403 State st., "
4 Stevens, C. O., 1110 Holland st., "
5 Pfaff, Fred, 1011 State st., "
6 Robinson, Wm. J., 337 W. 5th st., "

QUERIES AND ANSWERS

"ONE OF THE MEMBERS": — We have tried the experiment of running a ladies' department, but it didn't receive enough encouragement to warrant us in continuing it. Several ladies have written us that they were interested in about the same matters that the men were, and thought a special department unnecessary.

D. T. H. M., Menasha, Wis.: Theoretically large sprocket wheels are better for both the frame and chain of the machine, but all things considered, it is very satisfactory to make the small sprocket with eight or nine teeth, and the larger one whatever size is necessary to get the required gear.

W. J. T., asks: "If two men, one 180 pounds, and the other 120 pounds, are riding against a strong wind, with every thing equal in regard to gear, weight of wheels, etc., which man has the advantage? Does not the wind easily toss the light man around, or does the larger body of the heavy man offer more resistance?"

ANSWER: — We receive quite a number of questions of this class, but we are nearly always too busy to answer them. By working overtime we have so caught up with our tasks that we can now take the leisure to say, in answer to the above query, that we do not know. There are a good many things to be considered in a subject of this kind. The dimensions of the men, east and west, and north and south, their specific gravity, the area of surface presented to the wind, etc., must all be figured on. It might make some difference whether or not the riders were light-hearted. Better ask a policeman.

WHY THE REAR WHEEL GOES FASTER.

EDITOR L. A. W. BULLETIN:

Referring to the article by No. 15,716, in your issue of August 14th, I would say the fact of the rear wheel making more revolutions than the front was caused by the slipping of the rear wheel. The front wheel, having no "pull" on it, cannot slip. The rear wheel would not slip if always in contact with the ground, but when going rapidly it passes over any obstacle. It is for a very short space of time, off the ground, and during this time the rider's "pull" causes it to turn faster than it otherwise would, and faster than the front one. Of course this is so slight as to be unnoticeable, but is sufficient to explain the small difference, — $3\frac{1}{2}$ revolutions in 4.7 miles.

Returning, the rider was surprised to find the reverse. The front wheel making two turns more than the rear one. But this is just what should be

expected, because there was more coasting and less "pull."

On a crooked road if there be no slipping of the rear wheel, the front one will always revolve the oftener, because, on every curve the front wheel describes the outer and, consequently, longer part of a circle.

Yours for wheeling and good roads.

No. 122,768.

A Pat Question.

Pitipai, pitipai, my heart goes every day.
When Pat is by side or not very far away.
He says he wants to marry me, and other things like that, —
Now tell me, Mr. Editor, is it best to pity Pat?

DOES'N'T WANT "THE D — D WHEELMEN."

A Philadelphia correspondent writes that, in a recent trip through Massachusetts, he stopped at the old Wolf Tavern, Newburyport, the name of which is given in the old Massachusetts Road Book as an L. A. W. hotel.

Upon asking for a discount he was informed by the proprietor that he not only did not give wheelmen a discount, but he preferred not to accommodate the "d — d bicyclers, anyhow."

We take great pleasure in giving publicity to this gentleman's opinion of the wheelmen, as we feel sure they would be glad to know his sentiments before intruding upon him.

The revised list of L. A. W. Hotels in Massachusetts is printed in the new hand book which is just out. Every hotel therein mentioned has signed a bond for \$50, agreeing to give wheelmen the specified discount, whether it be for one meal or more. Any failure to do this should be promptly reported to the chief consul.

WHEN THE TOPER DRINKS.

When days are long or short or hot or cold or wet or dry.
A fellow for his stomach's sake should take a little rye.
There's nothing when I'm by myself so much of comfort lends.

And nothing suits me better when I'm with a lot of friends
I could not do without it when I'm feeling lone and sad,
And like it even better when my spirit's gay and glad.
In fact while I can keep my feet I tarry at the cup,
And then take just a glass or two to help me sober up.

Two Hartford, (Conn.) wheelmen were riding when the chain on one of their wheels broke when they were seven miles from home. A half mile of walking and pushing gave one of them time to evolve a brilliant idea. He cut a pole about six feet long, and bound one end to the rear forks of his machine with an old piece of cheese cloth from his tool bag, and fastened the other end to the head of the chainless bike which was towed home in short order. It beat walking all to pieces.

R. F. WAID, Warren, Pa., wishes best route from Erie, Pa., to Grand Rapids, Mich.

DON'T SPECULATE!

You may buy a bicycle at any price under \$100; but you run a risk. It is speculation.



are the Standard. Their price is unvarying. To own a Columbia is to be well insured and know the highest enjoyment of bicycling.

\$100 TO ALL ALIKE



Pope Manufacturing Co.
HARTFORD, CONN.

Branch Stores and Agencies in almost every city and town. If Columbia are not properly represented in your vicinity, let us know.

ALL COLUMBIA BICYCLES ARE FITTED WITH
Hartford Single-Tube Tires

UNLESS DIFFERENT TIRES ARE ASKED FOR.
WE KNOW OF NO TIRES SO GOOD AS HARTFORDS.

HARTFORD SINGLE-TUBE ... TIRES ...

... ARE THE ...
STANDARD.

All makers claim they use Sea Island Cotton. So do we, and we are willing to have our claim investigated. It is a great expense, but no expense is spared to make Hartford Single-Tube Tires right.

IF IT'S A HARTFORD TIRE, IT'S RIGHT.
Accept only the Genuine.

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

BRANCHES:

100 Chambers St., New York 136 Lake St., Chicago
910 Filbert St. Philadelphia 8 Queen St., E. Toronto, Ont.
251 First Ave. South, Minneapolis, Minn

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1759 St. Charles Ave., New Orleans

THE husband who tarries to drink can't come straight home.

A NEW YORK member warns wheelmen when traveling by boat not to let their wheels get near the shafting on the lower deck, as he knows of several wheels that have been ruined in this way.

A ROAD MAKER.

I'm kind o' tired waitin' fer the road improvement craze
To tackle this here neighborhood' and
mend our public ways,
And so I'm goin' ter git to work and
sort o' do my best
To kind o' fix 'em up, without awaitin'
fer the rest.

There's nothin'
like example,
when a feller
goes to preach;
It sort o' helps to
clinch the thing
a feller tries to
teach.

And so I'll build
a piece o' road and build it true and right,
And every horse that passes here will whinny his delight.

"Well, I'll be blowed!" said the safe, when it
saw a burglar approaching.

THE ball player who affects muffs can't catch flies.



A WAYSIDE ETCHING.

The autumn fruit is mellow,
The wheeling is immense;
The leaves are turning yellow.
A cyclist on a fence;
He looks around and views the ground,
He sees the moment suits;
He fills his sweater full and round,
Then mounts his wheel and "scoots."

No. 17,729

Any exercise that will take women out of doors, free them from the trammels of conventional dress sufficiently to allow of healthy growth and development, and combine pleasure and exhilaration, is surely to be encouraged. Any occupation, exercise, amusement or labor that conduces to a better, stronger, healthier, happier race, is a consummation devoutly to be wished for. People who are well and hearty are apt to be happy. Happy women insure happy husbands and children, and so we reach the family, the foundation of the entire social system. Do you wonder I am so heartily in favor of cycling for women and girls? — LAURIE MAC-HENRY in *The Home Magazine*.

BICYCLE church parades are common in England, and special inducements for attracting the wheelmen are offered.

DURING the cooler months is the time to get even with the cyclometer that you permitted to rest while the weather was very warm.

THE LAW-BULLETIN AND GOOD ROADS

Vol. XXIV, Boston, September 11, 1896. No. 11.



They Know Better.

"This is what the farmers call
"A road" but when the horses haul
A very heavy load that way
They shake their knowing heads, "no, no, no!"

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter

Price, 5 cents.

PAID CIRCULATION, 65,149. Digitized by Google

World Cycles

... HAVE WINNING WAYS ...

European Mile Record broken by **John S. Johnson**, from 1:52 2-5 to 1:46 on 5-lap track

Ray McDonald won the Mile International at Brussels; also, Mile Open, at Bordeaux.

George Rupert won the Mile Collegiate Championship; also, lowered the Two Mile Collegiate record at Harvard.

J. J. Eaton won 14 firsts, 2 seconds and 3 thirds, at Chicago Indoor Meet; he also lowered the Mile and Half Mile World's Records for Indoor Track.

AGENTS:

They are Easy Sellers — We can Deliver Quick.

ARNOLD, SCHWINN & Co.

CHICAGO, ILL.

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840

Lovell ... Diamond Bicycle ..

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles



THE DOCTOR SAYS "NO."

EDITOR L. A. W. BULLETIN:

In your issue of August 28th you publish a communication from Herbert N. Condie, Ferguson, Mo., which is very apt to do more harm than good.

The practice of taking aromatic sulphuric acid to prevent perspiration cannot be attended with anything but evil consequences.

The result will eventually be similar to the one that would occur if a loaded musket were plugged at the muzzle, and some one who didn't know it was loaded pulled the trigger. Either the plug or the musket must give way — depends upon which is the strongest. So with Mr. Condie; he must either be strong enough to successfully resist the continued action of the drug which locks up the secretions, or some day, when his friends least expect it, they will be called upon to attend a funeral.

Perspiration is not the only secretion that is checked when this drug is taken, but those of the entire organism, which cannot be otherwise than harmful.

Perspiration while exercising violently should

not be checked; but, instead, the exercise should be so regulated that excessive perspiration does not occur, and in many cases it is thus gradually overcome. If it is not, it should not be prevented by such means.

J. D. ALBRIGHT, M. D., No. 125, 897.

AKRON, PENN.

THE CHURCH AND THE BICYCLE.

EDITOR L. A. W. BULLETIN:

It is very evident that the bicycle and the effects of its use is being felt in many different avenues. The farmer has his fault to find against it; different business men say their trade is being injured by the spread of the new mode of transportation; but, last of all, but by no means the least, comes the preacher's little "kick." The effect of the craze is being felt even in the church, and a great reform is brewing in the congregations. Of course the greatest question of this reform is based upon the propriety of the use of the silent steed, especially upon the Sabbath day.

While taking an early morning spin recently, on my wheel over the fine roads in my vicinity (Jenkintown, Pa.), I was agreeably surprised at the sight of a small placard placed in front of a large Presbyterian church, which said: "Wheelmen will find a convenient place for their bicycles in the basement of the church." Here was an evidence of the fact that the bicycle was certainly regarded with favor

"When You Pause and Look Back"

Upon your early bicycling career, there is great satisfaction
in feeling that your first choice was a

WHEEL WITH A REPUTATION

One which you could "stick to," swear by and feel satisfied.



Riders of easy-going, reliable



Rambler

Bicycles

know this well.

"It's in the running
of 'em, not in
the paint,
that the

Rambler

LEADS!"

A novice may understand
why after reading carefully
the pretty Rambler Cata-
logue. It is free.

Gormully & Jeffery Mfg. Co.

New England Branch,
174 Columbus Ave., Boston.

Foreign Branch,
Coventry, England.

Riding Academies—

85 Madison Street, Chicago.
1225 14th Street, N. W., Washington, D. C.
937-945 8th Avenue, New York
336 Flatbush Avenue, Brooklyn
204 Woodward Avenue, Detroit.

by these church people, presuming that the sign also intended to indicate Sunday riders; and it is a most sensible conclusion to arrive at. The bicycle has come to stay. It does not lower man's moral nature. On the contrary it tends to elevate humanity, and that church is most prosperous in the cause for which it was founded if it will cater after the good wishes of its wheeling members—be they men or women. Let the church of every denomination, therefore, take a business-like view of this matter, and one and all welcome the wheelmen and women and their silent steeds, which have so mysteriously attained great favor.

T. G. B., No. 111, 191.

A THORNY PATH.

EDITOR L. A. W. BULLETIN:

The truth of your reference on page 170 (July 31st) to the thorns around Middletown, Del., I am quite prepared to confirm.

During the summer of 1895 I took a wheeling trip from Brooklyn, N. Y., to Milford, Del., with entire freedom from puncture until this very town of Middletown was reached, and a thorn entered my tire. From here on through Delaware the roads are strewn with thorns, which are dropped and thrown from the hedges,—not, however, with any evil intentions toward wheelmen. These hedges right through the State are kept neatly trimmed and look very picturesque, but were the

cause of six punctures to my tire between Middletown and Milford.

No. 74,204.

AUGUST 20, 1896.

HARD vs. SOFT TIRES.

EDITOR L. A. W. BULLETIN:

In answer to the "New Jersey Member" in regard to "hard tires" *versus* those "three-fourths inflated":

My experience this summer with the "soft" tire was, while I had comfort in riding and only one puncture, the rim cut through the rear tire and ruined it. I now ride "hard" tires, with the *comfort* part of the riding eliminated to a great extent.

I would ask my brother members if they do not think a large cushion tire the equal in comfort to the rider to a "hard" pumped pneumatic one? Besides, with what scorn we could "ride down" the festive carpet tack, broken *bait holders*, etc.

H. B. OAKLEY, No. 7,673.

"BETTER is a little with righteousness than great revenues without right."

The women seldom stutter,
And those who know declare
In truth that they have so much to say,
They have n't the time to spare.

THE crawfish is naturally backward.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

"BUILT LIKE A WATCH"



**STERLING
QUALITY**

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
doesn't.

**"Sterling Quality" is
always salable.**

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. Denver.
San Francisco.

HE STOOPS TO CONQUER.

EDITOR L. A. W. BULLETIN:

So many, through the columns of the BULLETIN, have inveighed against the bicycle stoop, generally caused by riding with the ram's horn or racing style of handle-bars, that I (being one of those who do not sit up straight when riding,) take this occasion to literally explain my position.

I am a graduate from the ranks of "the sit bolt uprights," and changed my position and handle-bars, not out of deference to the prevailing style, but in response to a conviction that such a position and handle-bars are impracticable.

Don't misunderstand me. I am not in sympathy with the scorching element, but careful and long observation (I have ridden the bicycle in its various stages during the last fifteen years) convinces me that those gentlemen (for there are such,) who adopt what may be called a semi-scorching attitude, are in the main better riders, if not more graceful in appearance, than the perpendicular-backed individuals who look as though they had not recovered from their first lessons in driving.

No sane person will question the fact that the greater the surface presented to the wind, the greater the resistance; this applies not only to track riding but to road riding, and when he of the up-turned handle-bar persuasion returns from a road run (not necessarily a century run), and encounters a stiff head wind, he is like the Pharisees

of old if he cannot see that his brother of the ram's horn handle-bars has altogether the best of the argument, and finishes the fresher.

Again, watch a group of wheelmen climb a hill. You will notice that almost invariably those having the low-turned bars are in the van as the top is reached. In my humble judgment this demonstrates something besides scorching proclivities: it shows that the man with the ram's horn bars gets a better "purchase," and is enabled to apply more power to his pedals, — a strong argument that he has better control of his "wheel."

My favorite position, when I do not have to contend with head-winds or hills, is with my hands (generally palms up,) about six inches apart on the steel bars, my body at an angle of about fifty degrees with the ground. This I find my most comfortable position, and admits of getting down to work in case occasion demands it. In short, I think any one who undertakes to establish a "proper" manner of riding the bicycle is undertaking too much, Providence having happily decreed that no two shall be constituted alike.

No. 74,051.

THE wise man always keeps something in reserve. It is n't prudent to depend wholly on one suspender.

A GREAT soul will triumph over every handicap. G. Washington could not tell a lie but he got along first rate, nevertheless.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only25

Editor: STERLING ELLIOTT.

Associate Editor, NIXON WATERMAN.

SEPTEMBER 11, 1906.

THE L. A. W. AND THE "TRADE."

Numerous letters have been received at this office, asking if the Racing Board prohibits wheels of certain makes from starting in sanctioned races.

The answer is, *most emphatically, NO!* The mere fact that a rider is incited on any given wheel is in itself of no consequence to the Racing Board. It is true, however, that when the Board has reason to suppose that any particular concern is "peculiarly liberal to amateur wheelmen," the fact that a rider uses that wheel insures an investigation that might not otherwise be made at the time. A certain prominent manufacturer who, for some reason, does n't mix congenially with the board of trade, is also a cause of some letters being written to this office.

As this manufacturer doesn't make much talk about racing, it is supposed by many that his machines are barred from the track on account of their winning ways. This, also, is an error.

The bicycle is considered an innocent, inanimate adjunct to the race, and is *blamed* for nothing. It is often *credited*, though, with much that does n't belong to it. Vast sums of money are spent annually to make certain bicycles win races and, as usual, the retail buyer is paying the bill.

At present bicycle racing in the United States is controlled by a committee of the L. A. W. Racing men are divided into two classes: the amateur, who is supposed to race for fun and pay his own bills, and the professional, who races for what he can get out of it.

Much bad feeling is sometimes caused by the transfer of men from the amateur to the professional

Total number printed this week, **67,500**Sent to paid Subscribers, **65,149**Samples to Advertisers, Exchanges, etc., **2,351**

class, but it should be remembered that the Racing Board does not *make* professionals, it *only labels them*.

The principal trouble comes from professionals who, for some unknown reason, want to be known as amateurs.

Whenever two or three are gathered together, each having his own personal grievance against the L. A. W., it has become quite the proper thing to proceed to the organization of a "formidable rival," resolutions are passed (also the hat), and we are gravely informed that unless the League of American Wheelmen ceases to "persecute the riders" and the trade, it will simply be erased, so to speak, from off the surface we are trying to improve.

So far the "formidable rival" business has not been a conspicuous success. Meanwhile, the L. A. W. has risen to the dignity of 66,630 members and it still controls racing, and in order to do so it must punish offenders in its own way. The principal, and we might say the only, reason why the League controls racing, is that a very large majority of the better element among the racing men and in the trade prefers to have it so.

The problem is by no means an easy one, and owing to the corrupting influences which are constantly at work, the "control" must be with a firm hand.

Whenever any organization can show its fitness to supersede the L. A. W. in handling the racing question, it need not pose as a *formidable rival*, but may stand a fair chance of being hailed as a welcome ally.

THE PLEASURES OF HOPE.

NIXON WATERMAN.

If everybody had their wishes,
O ye gods and little fishes!

What a most peculiar place this poor old earth would be!

No one then would have to labor;

He could wish that on his neighbor,
And his neighbor he could put it on some other fellow, see?

Yet pursuing, not possessing

Some have deemed the richer blessing;

In the hoping, not in having, does our happiness survive.

Could we *will* things, we'd regret it,

For to wish and not quite get it

Is the tantalizing dream that serves to keep us all alive.

"A good name is rather to be chosen than great riches, and loving favor rather than silver and gold."

THE man whose intellectual eyes are weak does n't like to read anything very bright.

"THERE'S plenty of room at the top." Ah, yes, and a whole lot of it before we reach there, with most of us.



New Clipper

Bicycles may not be as well known as some other makes which have been on the market much less time, but were more extensively advertised. We began building a line of

**Business . . .
... Bicycles**

several years ago. The Clipper Business Bicycle was the original wheel, designed and especially made to meet the business man's requirements. No bicycle has ever yet been offered at any where near the same price, that is its equal. If you don't own a Clipper, ask some rider what he thinks of Clippers. If he's posted he **KNOWS**. Clippers are made as near right as possible.

MADE BY THE GRAND RAPIDS CYCLE CO.
GRAND RAPIDS, MICH.



AMERICA
"T"
"R"
"U"
"S"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

WHAT IS A FINANCIER?

It is commonly understood that a financier is a man who is at the head of some great banking institution, or other enterprise in which money is handled by carload lots. This definition is not as comprehensive as it should be.

A financier is a person (not necessarily a man) who knows that the amount paid for board must be subtracted from the gross income received, and that the further expenditure of money for clothes, etc., must also come out of the gross earnings, and from nowhere else.

A man is a financier when he is able to figure out the fact that every dollar he spends for rum takes a dollar from the support of his wife and family.

A man is a financier when he discovers that his employer gives the preference to clean, honest, healthy, sober men.

A man is a financier when he discovers that he can succeed better by attending strictly to the business he is hired to do than by trying to bulldoze his employer into doing that which may be impossible.

A man is a financier when he learns to do well what he is fitted to do, and stops trying to do things that are beyond him.

A man is a financier when he learns to spend less money than he earns, and at the same time to increase his earning capacity by increasing his usefulness.

A financier is a man who knows that the surest way to succeed is to deserve success.

A capitalist is any man who has saved enough of his earnings so that he could live for a time and still be independent in the event of any stoppage of his income. When a capitalist also happens to be a financier, he sometimes becomes rich.

AS YOU GO ALONG.

Make the most of everything. Live every day the best you know how. Don't be foolish, which means you should be good to yourself and to others.

It doesn't matter so much what you do as it does how you do it. Give to trifles the consideration that will lift them out of the dead level of commonplace things. Don't sell your product as broken stone. Polish it till you can get the price of real gems.

People have eyes. Try to appear pleasantly to them. People have ears. Try to speak pleasantly and entertainingly to them. Do not distress any of their senses, and they will think well of you. Always remembering that most admirable things are admired, and most lovable things are loved; and that you exert some sort of an influence,—good, bad or indifferent—on those about you, *all the time*.

When a candle can burn without throwing off any light then you can exist without exerting any influence. Live up to your highest ideal and your ideal will be lifted higher.

Good Roads Good Wheels

Let the riders use every effort to obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.

He who gives most receives most. Happiness is forever an export joy. The goodness we do the world is the source of all real pleasure. Preach a little in your good words and good deeds all the while. Don't freeze up six days and thaw out a little on the other one. Remember the seven days of the week to keep them properly.

Most any one can be reasonably pious on Sunday; it is the expected thing. Try to do right when there seems to be no special occasion for making a grand-stand play. Don't wait until Christmas sort of forces you to remember your friends. Don't always wait until Decoration Day to place a rose on the grave of a loved one. Be introspective and thoughtful.

Are you the most agreeable member in your household or your community? Are you as a member of the great wheeling fraternity a credit to those who ride the bicycle?

As a member of the L. A. W., are you striving to maintain its good name and present high standing?

Are you getting real pleasure and benefit from the use of your wheel without in any way lessening the pleasure of others?

Happiness seldom comes as one great moonstone, but rather as a thousand little beads of joy which we are to string on the threads of duty and opportunity.

It pays to ride a bicycle properly, and to have regard for the other fellow.



Coasting Contests

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires; they make the bicycle run easily.

Our Catalogue tells why. Send for it.

The Palmer Pneumatic Tire Company, Chicago

"TAG! YOU'RE IT!"

"If I knew you and you knew me,—
If both of us could clearly see
Just what the other is about
We'd then be friends, without a doubt."

It is our inability to put ourselves in the other fellow's place, and surround ourselves with his environment, that causes us to think he's a mean old thing, whose chief aim in life is to make us all the trouble he can.

Just at present there isn't much love being lost between wheelmen and baggage-men. They like each other with the same consuming degree of fondness that a cat yearns for soap. As a matter of course, there are some thoughtful exceptions to the rule. There should be lots more.

When you stop to think—provided you cannot think without stopping—it isn't so very strange that there should be something like an estrangement between these two classes. This lack of cordiality is occasioned by the fact that the one class rides the wheels and the other has to handle them.

It is perfectly natural for wheelmen who arrive at trains one minute before leaving-time to wish to have their wheels put aboard. It is quite human for the baggage-man and the station-agent to wish the wheels were in Halifax or some other foreign port, and especially so when the railway management for which they serve, is "agin" the wheel. Everyone understands that the railway company should employ enough men to properly handle bag-

Highest
Grade

Highest
Price

As surely as this good, old world
will take its usual journey
'round the sun, so

RECORD PEDALS

Will lead the
march to popularity in
... 1897 ...

RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THEY GIVE
THE LEAST TROUBLE
AND THE MOST COMFORT
TO THE MOST PEOPLE

PROOF

65 PER CENT OF ALL WHEELS
BUILT IN 1896 ARE FITTED WITH
MORGAN & WRIGHT
QUICK-REPAIR TIRES

MORGAN & WRIGHT
CHICAGO

gage, but sometimes it does n't. And then the poor baggage-man catches it for the shortcomings of others in authority.

Without a doubt the two classes referred to are half expecting to have trouble with each other. Each has a chip on his shoulder, and it is n't hard, under such circumstances, to find trouble when one is really looking for it.

In the course of time things will adjust themselves to the new conditions brought about by the wheel. Somewhere there is the proper level of right. We shall find it sooner or later.

In the meantime wheelmen should be considerate of the rights, or, at least, of the duties and conditions surrounding baggage-men and expressmen. We regret that the *L. A. W. BULLETIN* is not also the official organ of all baggage-men as well, so we might address a word to them.

One thing wheelmen can and should do for their own protection and the convenience of others, that is, to put a tag on their wheel, giving name of owner and the station at which it is to be delivered. Very often this would facilitate matters, for the trainmen could utilize the time between stations in sorting out and getting the wheels in a handy position for prompt delivery.

Don't put your wheel on a train without attaching some sort of a tag giving this information. You can do it with very little trouble. The same tag written in pencil will serve a number of times.

As men and brothers we should do all we can to get along harmoniously:

"Birds in their little nests agree,

Then why the Dickens should n't we?"

STOPPING THE PAPER.

The editor was busy: with a well-worn pair of shears
He was blithely stealing items as he'd stolen them for years;
And he thought of all the labor he had done, with hands
and head,
In the shaping of the nation and the getting of his bread.

He had started at the bottom, and by working night and day,
Had built him up a business that had just begun to pay.
He was buying lots of paper, and where many years before
He set the type, unaided, now he kept of men a score.

The busy hum of industry was all about the place,
And something like a smile had come to smooth his wrinkled
face,

While from the past there faded all the shadows of distress,
For now he stood almost within the portals of success.

Alas! And then a shape appeared that simply paused to say,
"I want your dad-binged paper stopped! and stop it right
away!"

I've read your sheet a dozen years, but now I find that we
On one point slightly differ — so you'll stop the paper — see?"

The editor sat long and lone; his heart that once was gay
Was crushed and sad, for all his years of toil were swept
away.

"I know I ought to stop it, but —" said he in deep regret,
"I'll go on printing it, for some may wish to read it yet."

EVEN in poor soil, onions make a rank growth.

S.T.T.

SINGLE-TUBE TIRES.

S.T.T.

AS TO SINGLE-TUBE TIRES.

- 1894.—Comparatively few wheels in this country were shod with Single-Tube Tires.
 1895.—Probably over one-third of the wheels were so shod.
 1896.—Not less than one-half of the wheels in use are so shod.
 1897.—Will see a much larger number of wheels shod with Single-Tube Tires than in 1896.
 When a body acquires momentum it comes on moving; so with trade.

What Does This Increase Mean?

It means that while wheelmen know a "good" tire when they see it (and everybody says it is a "good" tire), they have also decided for themselves which is the **best** tire, and that is the **Single-Tube Tire**, manufactured under the Tillinghast patents, by only the following named reliable firms and companies.

THE POPE MANUFACTURING CO.
 THE NEW YORK BELTING AND PACKING CO., Ltd.
 THE BOSTON WOVEN HOSE AND RUBBER CO.
 THE REVERE RUBBER CO.
 THE NEW YORK TIRE CO.
 THE DIAMOND RUBBER CO.
 THE B. F. GOODRICH CO.
 THE MECHANICAL RUBBER CO., of Chicago.
 THE HARTFORD RUBBER WORKS CO.
 THE HODGMAN RUBBER CO.

THE NEWTON RUBBER WORKS.
 THE HARTFORD CYCLE CO.
 THE KOKOMO RUBBER CO.
 THE MECHANICAL RUBBER CO., of Cleveland.
 THE INDIANA RUBBER AND INSULATED WIRE CO.
 THE SPAULDING & PEPPER CO.
 THE PEORIA RUBBER AND MFG. CO.
 THE IDEAL RUBBER CO.
 L. C. CHASE & CO., of Boston.

**All Others are Infringers.
 Suits have been brought in every United States Circuit.**

If further information is desired write to the owner of Tillinghast patents,
 Theodore A. Dodge, Equitable Building, Boston, Mass.

S.T.T.

SINGLE-TUBE TIRES.

S.T.T.

TRY YOUR STRENGTH.

No one knows what he can do till he really tries. The wheelmen of any city or town will never know how many friends they have, who are on the side of the city's best interests, until some sort of a trial of strength is made.

We are sometimes asked, by wheelmen, to outline some plan of action, whereby they may get into touch with the whole people and make the improvement of streets and highways a real issue.

In the absence of anything better, the circulating of a petition is an effective way of feeling the public pulse and of giving a more tangible shape to the wishes of the people.

The Fort Madison (Ia.) members of the L. A. W., backed by all lovers of good streets, are circulating the following:

To the Honorable Mayor and City Council of Fort Madison,
 Iowa:

Gentlemen,—We, the undersigned owners of vehicles (including carriages, wagons and bicycles), tax payers and citizens of Fort Madison, realizing the great need of permanent street improvement, both business and residence, earnestly petition your honorable body to give immediate consideration to such improvement.

We petition your honorable body to further make paying on business streets and elsewhere where deemed best; but more particularly do we ask that you consider the permanent improvement of our residence streets, assessing the abutting property owners as is customary for such improvement and commencing the same at as early a date as practicable.

We suggest a narrowing of the actual riding space of all

residence streets and the parking of same on either side. The permanent improvement of thirty (30) feet of the centre by macadam and gravel would, in our belief, be sufficient for the need of all drivers of vehicles and users of wheels. This would make the street improvement cost comparatively light.

We further suggest that the whole length of Fourth street be permanently improved as above prayed for and that work be begun at once, and follow up with the improvement on all residence streets as soon as possible.

The wheelmen, whose names are upon this petition, desire to impress your honorable body with the fact that the wheel is daily becoming a vehicle of necessity and, it being so, and being a taxable vehicle, should be entitled to the same consideration as any and all vehicles, and that highways should at all times and seasons be sufficiently good to permit comfortable and safe transit.

Very respectfully yours,

It is proposed that this petition be presented to every owner of any and all kinds of vehicles. Another petition for those who do not chance to own vehicles—an indorsement of the movement, as it were—will also be circulated.

Fort Madison is a very beautiful city. Splendid streets will attract many dollars worth of trade and capital for every dollar so expended.

Good streets are the best and cheapest advertising a city can have. Wheelmen and their up-to-date friends in other cities should follow the plan here given. You can accomplish something or find out who stands in the way of reform. And then vote accordingly.

IF PUFF sleeves are to go out of style, there will then be lots more room at the top.

**PUNCTURE
PROOF
BICYCLE
TIRE**



OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY

**NO PUNCTURES
TO REPAIR**

Catalogue and Sample section of Tire free
upon application. Address
THE PUNCTURE PROOF TIRE CO., Quincy, Ill.

The Trump Cyclometer

The Most Perfect Recorder Made
for Bicycles.

NEAT
—
NATTY
—
NOISELESS
—
CAN BE
SEEN AT
A GLANCE
FROM THE
SADDLE



REGISTERS
10,000
MILES
BY TENTHS
—
WEIGHS
LESS THAN
2 OZ.
—
Water Proof
—
Dust Proof

Retail Price \$1.50.

Send for Catalogue which contains other
wheel novelties.

THE WATERBURY WATCH CO.
WATERBURY, CONN.

THE PROPER THING.

It seems to be quite the proper thing for every self-respecting public journal that cares to be abreast of the times and to stand in with its constituency, to insist on having Congress make a liberal appropriation for this, that or the other scheme. If it is n't \$700,000 for the purpose of making a navigable river of Dry Creek, it is a like amount for providing green spectacles for cows that are compelled to exist in a corner of the country where there is no grass.

The L. A. W. BULLETIN, not to be outdone by its contemporaries, also insists upon Congress making an appropriation. But it is not our purpose to try and see how much government cash we can waste.

We do not want the earth. We have no place to store it. The appropriation we are clamoring for need not exceed one cent, and the amount is to be expended in the purchase of a new pen for public use at the post-office.

People in every corner and along all the sides of this liberty-soaked land know what the present post-office pen is like. They have been using the same identical pen ever since it supplanted the quill.

The much-chewed holder shows where the tooth—or, rather, the teeth—of Time have made their imprint while the brain department was trying to catch up with the procession and think of something new to write.

The pen itself has not changed much since we

first became acquainted with it, soon after the close of the civil or uncivil war. It was useless as a writing implement even then, and it has not, like wine and limberger cheese, grown better or stronger with age. A toothpick or a burnt match is superior to it for doing fine writing.

The average post-office pen is very erratic in its deportment. Sometimes it goes, but oftener it won't. It is opinionated, balky, and shies in the harness. It is not a safe pen for women or children, without a guardian, to use. Its steam gauge is out of order, and you never can tell what minute it is going to blow up.

It drinks in ink for a time with a seemingly insatiable thirst, refusing to give back a drop of it until suddenly it drives its bill into the paper, and with a quick cough it changes the pure page of linen into a spirited design for spatter work. The effect is similar to that produced by a kangaroo jumping out of a mud-puddle and lashing a pillow sham with its tail.

The post-office pen, as the great common people are familiar with it in the average office, is knock-kneed and weak in the back; and besides it has hair in its teeth. People try to remove this by jabbing the pen through six thicknesses of blotter board, but it has come to stay, though it does not fill a long-felt want.

But when we come to consider that the average post-office pen has fallen to the floor, always point

EVANS' ALE

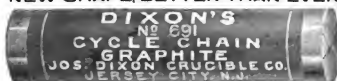
EVANS' ALE

EVANS' ALE

EVANS' ALE

EVANS' ALE

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

downward, over sixteen thousand times been used as a toothpick, a nail-cleaner and a pry to remove corks from bottles, etc., etc., by several generations of people, we do not marvel that it has lost some of its youthful vigor and usefulness, and should be placed on the retired list with a pension.

And in its place the government should provide by special appropriation or otherwise, a nice new pen. By so doing it will lessen the labors of the Christian Endeavor Society, for the present post-office pen is a snare and a stumbling block in the way of those who would walk uprightly in the sight of all men.

DOES THIS TOUCH YOU?

When a man's clothes don't fit him, and he feels all broken up over his inability to see the good that is all around him, it does n't take much to call forth his criticism; but when he is entirely satisfied with himself he is apt to look charitably at the conduct of others.

NATIONAL L. A. W. MEETS.

1880, Newport; 1881, Boston; 1882, Chicago; 1883, New York; 1884, Washington; 1885, Buffalo; 1886, Boston; 1887, St. Louis; 1888, Baltimore; 1889, Hagerstown; 1890, Niagara Falls; 1891, Detroit; 1892, Washington; 1893, Chicago; 1894, Denver; 1895, Asbury Park; 1896, Louisville; 1897, —.

Fall Bicycle Suits for Men...



— beautiful styles in excellent cloths have just been placed on sale at three prices that cannot be equalled elsewhere, viz.:

\$3.75, \$5.00 and \$6.50

The suits are sewed throughout with silk and are perfect in fit. The bloomers have two hip, two side and two watch pockets, and are reinforced. The coats have four patch pockets, buttoned, and the seams are piped.

Samples of cloths sent to any address upon request.

Money refunded if suits are not satisfactory

In ordering suits, send chest and waist measure.

Golf Bicycle Hose...

50 cents to \$2.50, per pair.

Turtle Neck Sweaters...

Men's, \$2.50 and \$3.75.
Boys', \$2.00 and \$3.50.

Mail orders promptly filled.

STRAWBRIDGE & CLOTHIER,

DRY GOODS...

PHILADELPHIA.

EIGHTEEN MONTHS AND NOT A WORD.

I have been a member of the L. A. W. nearly 18 months, and I have n't yet written and told you how I wanted the BULLETIN run. I hope you will pardon my neglect. I have had so much else to do.

Please tell me whether molasses, glycerine, or syrup would be a substitute for the numerous puncture-curers which are injected in the valve of the tire, and so widely advertised just now. I have heard somewhere that such is the composition of these puncture-cure-alls. Kindly shed the searchlight of your prodigious think box on this question for the benefit of

No. 74,475.

[We have never tried any of these substances in a tire, but have had some experience with them in other places. To eat on pancakes we prefer syrup, with molasses for second choice, but for chapped lips glycerine is preferable.]

WHO CAN TELL?

EDITOR L. A. W. BULLETIN:

Will some expert say, through your paper, which is the best to buy for a lady to ride — a "drop" or "diamond" frame, with reasons therefor?

PORTLAND, ORE.

No. 118,037.

"A soft answer turneth away wrath, but grievous words stir up anger."



THE MATCHLESS
"STEEL GENDRON"

THOUSANDS BUY IT!
THOUSANDS RIDE IT!
THOUSANDS PRAISE IT!

Many bicycles are found wanting, but the "STEEL GENDRON" never disappoints.

"Ralliance" Bicycles are better than most high grade wheels.

OUR CATALOGUE FREE.
Gendron Wheel Co.
TOLEDO, OHIO.



WON THE HERALD PRIZE.

ORIENTS WON FIRST PRIZE

In the Trades Division of the Boston Herald Parade, in competition with all the leading makers.

THEY LEAD THE LEADERS.

Branches in all principal cities in the United States.

WALTHAM MFG. CO.

Main Office and Factory, Waltham, Mass.

A MECHANIC NOT A TUNER.

We often read that the spokes in a bicycle wheel should be so tightened as to have the same tone, or, in other words, that the wheel should be trued by sound rather than sight. This is correct in theory, and if all parts of the wheel were perfect the piano tuner would be the man to send for. But rims are quite apt to be "out of true," and when they are some spokes will necessarily be tighter than others in order to hold the wheel to a true circle and also to a true plan. Make the wheel round, and have it run true sidewise even at the expense of a possible "discord."

The Connecticut Wide Tire Act, of July 1, 1896, prescribes that

"All vehicles having an iron axle two inches square, or an axle of equivalent capacity, shall be equipped with tires not less than four inches in width.

"All vehicles having an iron axle one inch and three quarters square, or an axle of equivalent capacity, shall be equipped with tires not less than three inches in width.

"All vehicles having an iron axle one inch and a half, or an axle of equivalent capacity, shall be equipped with tires not less than two and one half inches in width.

"Any person who shall violate any of the provisions of this Act shall be fined not more than \$100."



THE 1896
"SEARCH-LIGHT"

HAS A
RIGID BRACKET
And will not jar out.
The only first-class Bicycle Lamp
on the market.
Price \$5.00, delivered free.

Its other exclusive features are: A double grip which attaches to either post or fork, a packed reservoir for either kerosene or naphtha, protected surfaces that cannot tarnish, and a powerful lens. Used by and a great favorite with

CYCLISTS, CANOEISTS, BOAT CLUBS AND CAMPERS.
Equally effective on Carriage Dashboards.

Bridgeport Brass Co., Bridgeport, Conn. Send for Circular No. 73
Or, 19 Murray St., N. Y.; 85-87 Pearl St., Boston; 17 N. 7th St., Phila.

New Roads and Road Laws

IN THE UNITED STATES,

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read this book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - Boston, Mass.

☞ Sent by mail on receipt of \$1.00.

FOR A DOLLAR.

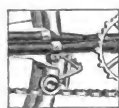
EDITOR L. A. W. BULLETIN:

Having noticed in the L. A. W. BULLETIN, from time to time, some members complaining of what they get for their dollar, I wish to state my view.

I have been a member of L. A. W. since 1892, and have each year given my dollar, but have not derived a cent of direct benefit from it: but I know that a large portion of each dollar is used exclusively in obtaining for all wheelmen, and L. A. W. members especially, the rights and improvements which we need so much; such as legislation against the railroads, as the Armstrong bill of New York, agitation through the country for better highways, and protection for wheelmen in general, and I feel that the few cents or dollars contributed are used to good purpose, and I ask no other benefits than to be allowed to enjoy the advantages thus obtained, and I hope there are many more who contribute in the same spirit. Let those that are dissatisfied read this and think the matter over carefully.

No. 37,099.

H. V. N. says high gears are preferable to low because the latter are only good in hill climbing, and that the most of any journey consists of down grades and of levels where high gears enable riders to run away from those on low-gear wheels. Last year he rode a wheel geared to 66½, this year one geared to 80, and he likes the high gear best.



Automatic Brake

FOR BICYCLES.

PAT'D APRIL 10, 1894.
PAT'D MARCH 8, 1899.

DESCRIPTIVE CIRCULAR ON APPLICATION.

BAILEY MFG. CO., 189 La Salle St., CHICAGO.

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Chamen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I.
Brockton, Mass.



GOLD AND SILVER AS A PAVEMENT.

There are streets of gold outside of those in the New Jerusalem described in the Bible. Prescott, Ariz., and Johannesburg, in the Transvaal, are paved with rock bearing the precious metal.

To be sure, the proportion of gold is small—about \$4 in each ton of rock—but it is gold, nevertheless. With the machinery now in use it would cost more to reduce the ore than it is worth, but in years to come when science discovers less expensive methods of reduction, the aldermen of Prescott and the Boers or Uitlanders of Johannesburg, whichever are in power, may order the streets torn up and the paving crushed to help out the city treasury.

The paving of Prescott is brought from the mountains that surround the town. If paving stones other than those containing gold could be gotten more cheaply they would doubtless be used, but there is a trace of the yellow metal in all the rocks of the mountains about the city, and where it is not found in paying quantities the stone is no more precious than the old cobbles once used in the streets of New York. In addition to gold the pavements contain twenty cents in silver in every ton, so the blocks might be termed bimetallic paving.

Unfortunately there are no street sweepers in Prescott to keep the dirt from the golden pavement, or burnish it with their brooms. Were there a white duck brigade, such as Col. Waring's, some of them might occasionally be rewarded by the finding of a precious nugget.

In Johannesburg the paving is better laid and is kept cleaner than in Prescott. There is about the same proportion of gold in it, however. Neither the Boers nor the Uitlanders take any more interest in the golden streets than is taken in an asphalt thoroughfare near the "recreation grounds" which is used as a bicycle speedway.

BICYCLE APPLIANCE CO.

1004 Walnut St.
SALESBROOM,
1346 Chestnut St.
PHILADELPHIA.

THE SIMPLEX
TRADE MARK
REGISTERED.

(PATENTED)

With Tapering Rubber Plugs, is the Ideal Repair Outfit.

Will repair punctures of any size. Send 10c. for Assorted Sample of Plugs.

SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, \$1.75.

ILLUSTRATED BOOKLET FREE.

Electric Cloth will Clean Everything. Try it on your Dirty Cork Handle.

Send 50 cents for Sample Cloth. Descriptive Circular Free. Agents and Canvassers Wanted. Write us.

Road Rights and Liabilities of Wheelmen

By GEORGE B. CLEMENTSON.

Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities and towns, for injuries to wheels and wheelmen. The liability of wheelmen for injuries to others. This book cites about 350 cases, and is a carefully-written law book. One volume, pocket size. Price, paper, 50c.; cloth, 75c., sent postpaid on receipt of price.

Address, STERLING ELLIOTT, Boston.

It is said of President Krueger that one day when his attention was called to the fact that he was standing on a street of gold, he remarked gruffly that he would sooner wade through mud, for it would be easier on his feet.—*San Francisco Examiner*.

A WRITER in a London daily publishes some startling calculations concerning cycling. Even though containing more fancy than fact, some of his statements will be read with interest. "If," he says, "all the bicycles in existence could be brought to a central point and reconstructed into one giant machine, the result would be a mount six miles long over four miles high, with wheels almost three miles in diameter. If all the bicycles in London could be made into one, it would be five times as high as St. Paul's. Few of the tallest buildings in the Metropolis would reach its lowest pedal when down, while the cross of St. Paul's would not reach its hub. A mass meeting could be held on the saddle of the monster, while a man could easily drive through the tubing. Its spokes, were they removed, might be used as telegraph poles, although they would be somewhat thick for that purpose; in fact, if hollow, they would make excellent substitutes for factory chimneys. The speed of this machine also, of course, could only be tested in the Sahara or at the North Pole."

A COURTSHIP may be said to have drifted well out into the sea of matrimony when it encounters its first squall.

MANY a good boy has been drowned while in swimming on Sunday because he had to work so hard through the week he didn't have time to learn to swim.

A FOOL and his bicycle are soon parted.

The Best Yet and Free!!

to L. A. W. members enclosing 1c. stamp for postage, sample
Q. W. COLE & CO., **PACE-MAKER CHAIN LUBRICANT.**
 111 Broadway, New York. You to judge its merit.
 Manufacturers of the famous "j" tin



The Hit of the Season.

An Aluminum Fob.

Every cyclist should have one. 37,000 already sold. Mailed for 25 cents
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
 Special prices to dealers and agents. Makers of Indiana Chain

STOLEN.—Aug. 24, 1896, from my stable on Colonial place, a "Waverly" wheel, No. 26423; high frame; model 1895; with bell, tool-bag and search light; tires, Indiana Rubber Co. Notify G. L. SPALDING, (L. A. W., No. 110,215) New Rochelle, West Co., N. Y.

STOLEN.—Combination "Kambler Tandem," No. 667. Twenty-five dollars reward for return of wheel and capture of thief. **ANDREW PAYSEN,** 305 Fifth Ave., Clinton, Ia.

CALIFORNIA'S GOOD ROADS.

The people of Santa Clara county may be pardoned for taking pride in their system of admirable roads. No county in the State and few in the Union, can boast of roads so well made, or so well kept. The people of this county, then, have reason to be pleased with their roads, not only because they are the best in the State, but also because they stand as an evidence of the business foresight, good judgment and careful administration of the supervisors of the county, who, in carrying out the policy of Good Roads, have simply reflected the enterprise and progressiveness of the people themselves.

Not only are the roads of this county the best on the Coast, but they cost far less per mile to maintain than poor roads elsewhere. The supervisors of this county have demonstrated that there is economy in good roads. These roads were properly built in the first place, and they have been kept in first-class condition by a system of sprinkling which covers every main thoroughfare in the county and many of the lesser roads. One may ride through the entire length of the county, from the San Mateo line to the San Benito line, or from the former line by way of Palo Alto, Mayfield, Mountain View, Santa Clara, San Jose, Los Gatos and Alhambra to the Santa Cruz line, over roads every foot of which is sprinkled twice a day. All of our roads are a delight to drive over; they have attracted general attention to the county, and it costs much less to keep them in this condition than it would to permit them to deteriorate through the summer or winter, and to be compelled to spend money on them year after year for repairs. As the *Lompoc Record* says, "One hundred dollars in sprinkling is estimated by those who have had years of experience and observation to be equal to

**BUY NO INCUBATOR** and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you ours on trial, not a cent until tried, and a child can run it with five minutes' attention a day.

We won **First Prize World's Fair** and we will win you for a steady customer if you will only buy ours on trial. Our large catalogue will cost you five cents, and give you \$500 worth of practical information on poultry and incubators and the money there is in the business. Plans for Brooders, Houses, etc., 25 cents. N. H.—Send us the names of three persons interested in poultry and 25 cents and we will send you "The Bicycle; Its Care and Repair," a book of 100 subjects and 80 illustrations, worth \$5.00 to any bicycle rider.

Von Culin Incubator Co., Box 659, Delaware City, Del.

BRYAN'S ELECTION

Would make a dollar worth fifty cents, but our offer to L. A. W. members makes fifty cents worth one dollar. Lots of people are glad to pay one dollar a year for . . .

GAMELAND...

the magazine of outdoor life. L. A. W. members can have it for fifty cents—half price—provided their membership number is given when subscribing. Send for a free sample. L. A. W. 95,022 publishes it.

GAMELAND PUBLISHING CO., 277 Broadway, New York.**Bicycle Mechanics...**

Can get more information out of the
American Machinist than any other paper.

Price, \$3.00 per year.

AMERICAN MACHINIST, 256 Broadway, New York.

\$1,000 expended in the old way of keeping the roads in good condition for travel."—*San Jose Mercury*.

CYCLE PATHS IN STREETS.

EDITOR L. A. W. BULLETIN:

I think Mr. Hayes is wrong in suggesting that a bicycle path be put in the middle of the roadway on Seventh avenue, New York, instead of two at the sides. Putting the path in the middle would be prohibiting its use by ladies and other non-venture-some riders, whose nerves do not take kindly to having race-horses dash up from behind on both sides. It is all very well to talk about keeping careless and malicious drivers off the path "by ordinance," but when a "horsey" man is intent on a race he will take his chances of being caught overriding an ordinance rather than lose a few seconds going round a vehicle that is heavier than his own. Then, sometimes, it is the horse that chooses the track and not the driver, and here the ordinance would be worthless in case the horse was like Isaac O. Barnes' dog, that went swimming in the pond on Boston Common—"a poor, ignorant cuss and can't read." When a runaway is coming and one has to dismount to seek safety, it is better to be three feet rather than thirty from a sheltering curb and lamp-post.

I suggest that cycle paths on city avenues take the form of an extension of the sidewalk outside the line of lamp-posts and trees, if the space can be spared from the roadway. The height of such a path above the roadway would keep horse-vehicles off, and cyclists, although at the sides of the streets, would not be riding in the gutters, and would have to look out for danger on only one side.

L. A. W. No. 12,996.


Recruiting Ammunition!

The following "campaign supplies," and several others, are illustrated and described in a circular which may be had for the asking.

A CHEST PROTECTOR FOR HORSES.



The accompanying cut illustrates a bib or breast apron for horses, which has proven a very successful advertising device for the L. A. W. Its chief merit is its appropriateness. Samples will be sent by mail, postage paid, on receipt of **15 cents each**. This is made of thin cotton duck, and serves the humane purpose of keeping the flies off the horse's breast, a point at which it is difficult for him to defend himself even when not "checked" very high.

In winter they will be made with a thick lining and used as a protection against wind and cold. The horse has always wanted Good Roads, and now the L. A. W. enables him to say so.  The L. A. W. will pay the freight on any quantity you order.

THE L. A. W. PUZZLE.



The puzzle is to take off the three rings without bending the bar. It is easy, of course, when you know how, but up to the moment when you do know how it is a puzzle of no ordinary interest. **Sent by mail for 2-cent stamp.**

We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cents per book**.

An entirely new ticket holder, transparent on both sides, **10 cents**.

GOOD ROADS SHIELDS



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L. A. W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **gold or silver plate, 30 cents.**



The latest and slickest cheap pin ever gotten out for the L. A. W. The background is navy blue and the letters aluminum. The price? Well, *say!* you can't kick about the price.

If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each plus five cents for packing and postage; over twenty and less than one hundred, one cent each plus ten cents, one hundred and over, one cent each, and we pay the freight.

ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS.



LEAGUE

**LIGHT,
FAST
MADE
TO LAST**

**TIRES
LEAD**

USE YOUR OWN GOOD JUDGMENT WHEN BUYING
TIRES. THE MERITS OF THE LEAGUE
APPEAL TO GOOD JUDGMENT.
BOTH SINGLE AND DOUBLE TUBE.
MINUTE REPAIR KIT FREE WITH EACH PAIR.

NEW YORK BELTING & PACKING CO. LTD.
MAKERS OF RUBBER GOODS FOR OVER 50 YEARS, N.Y.C.T.Y.

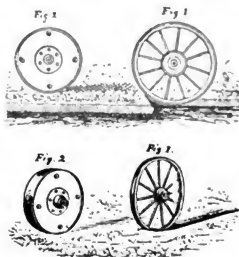
RIVALS OF THE RAILWAY.

Never in the history of the railway movement have so many rivals appeared on the scene as at the present time. The bicycle, the motor car, the road locomotive, and the light railway are the four principal opponents, and it behooves railway men, whether they view these innovations with pessimistic or with optimistic gaze, to consider how they can turn these rivals, one and all, to advantageous use in bringing traffic to the trunk lines. The very helplessness of the bicycle, and its loneliness, should be utilized by railway managers to bring grist to their mill; and some managers have already devised bicycle with train excursions. Such excursions will become very popular, and go a long way towards filling up any deficiency left by the diversion of tourist traffic to the road. Ample facilities and a few extra conveniences for the cycle should be arranged at every station and on most trains, and plenty of advertisement of such facilities and of the tours mentioned above will go far towards the co-operation of the ever-increasing army of wheelmen and wheelwomen, and at the same time of augmenting the number of travelers by rail. Road locomotives come next on our list of rivals. With the help of the legislature they threaten to supersede the railway for small distances, as far as regards good traffic. But it must be evident that, properly handled, they may be made useful handmaids to the trunk lines. The last innovation is the light

railway, and we have already pointed out that light railways must be regarded as feeders to the trunk lines, and that as such they will need all the assistance the older companies can grant them. In conclusion, we welcome all improvements in locomotion; but looking at the enormous interests involved in our railway system, we hope to see the new systems work harmoniously with the older, and that in order to produce such a state of affairs, helps to organization and management must be given in a friendly spirit by the directors and managers of our great trunk lines.—*Railway News.*

WIDE TIRES vs. NARROW TIRES.

I do not remember ever having seen any illustration which clearly shows why a wide tire wagon draws so much easier in general farm work than the ordinary narrow tire wagon, so I want to send you the sketches enclosed. Figures No. 1 represent the wheel of my old farm wagon with two-inch tire. You see how it cuts into the ground when carrying a load over the ordinary fields upon the farm. Figures No. 2 represent the solid wheel upon the "Farmer's Handy Wagon," which I purchased at



Saginaw, Mich. This wheel has a six-inch tire and, as you see, rolls over the surface of the ground while the narrow tire in Figures No. 1 is always climbing a hill or consuming an equal amount of draft in cutting a rut that works a great injury in many ways, perhaps needless to mention here, unless it be that one which is often lost sight of, namely, that after every little particular shower these ruts serve as drains to carry off the soluble part of fertilizers (the only part that is of any value) off the fields, and into the dead furrows and from there into the road or some equally useless place.—C. M. WHEELER, Lounsberry, N. Y., in *Farm, Field and Fireside*.

HOLD your tongue till your brain can catch up with it with something worth while.

"THEY say" every man's business can be told by the expression on his face. Even the soda-fountain clerk can be determined by his phiz.



In the issue of August 14th, Mr. Paul P. Lyon writes of a trip from New York to Washington, the last paragraph reading, "There are many cyclists who would enjoy a trip to our Nation's Capital, but they must be enthusiastic wheelmen and enthusiastic lovers of nature; so, unless you are both of these, go somewhere else for your tour."

On the afternoon of July 3d I left Philadelphia on a trip, with Washington as my destination, passing through Downingtown, Coatesville, Lancaster, Columbia, Wrightsville, York to Gettysburg (see route No. 59, in Pennsylvania road book), arriving there late Sunday afternoon.

Monday was spent in visiting the battlefield; after supper took the train across the mountains to Hagerstown, Md. From there, Tuesday morning, took the wheel to Sharpsburg. Just before reaching Sharpsburg the road goes through part of the battlefield of Antietam (there is a National Cemetery here). Through Sharpsburg to Shepherdstown, W. Va., to Halltown, to Harper's Ferry, where I again took the train to Washington, arriving there Tuesday afternoon, after wheeling about 150 miles and train 100 miles.

At Gettysburg take Western Maryland R. R. Co., and at Harper's Ferry take B. & O.; neither road charging for wheels, but they should be tagged.

The road from Coatesville to Lancaster is poor, but from there on the roads are very good and the scenery magnificent, and I think any cyclist who takes this trip will find plenty to enthuse over.

L. A. W. No. 102,577.

FROM PHILADELPHIA TO LURAY, VA.

EDITOR L. A. W. BULLETIN:

The description by No. 112,667 of the trip from Philadelphia to Luray, Va., is incorrect, according to the Road Book of the Pennsylvania Division and my own experience (I have been over the route three times). She speaks of leaving Martinsburg, W. Va., then crossing the Potomac at Williamsport, which is in Maryland, and on to Middletown, Va., for the night. Now the route is, after leaving Waynesboro, Pa., 11½ miles to Hagerstown, Md., 6½ miles to Williamsport, Md., where you cross the Potomac by rope ferry to West Virginia, 14 miles to Martinsburg, W. Va., 21½ miles to Winchester, Va., and finally 13 miles to Middletown, Va.

JNO. F. SHEAFF, No. 10,895.

IMAGINATION is larger than any on the map.

FROM PORT JERVIS TO PHILADELPHIA.

EDITOR L. A. W. BULLETIN:

Of all the poor, misguided men commend those chumps to me who rode from "Port" to "Phillie" and "failed complete" to see the River Road, the Boulevard, the peerless King's Highway, macadam from Macadamville, along its side to stay. A guaranteed supply of stone all ready—sorted slate, enough to pave a cycle path unto the Golden Gate, and do it right. This road, dear boys, you will please understand is mentioned in our histories as best in all the land, and one whose wheel has had a spin from Port Jervis to Bushkill and did not find good wheeling and landscapes better still, had better make another trip, and try to find the way. He'll come back with a different song, and this is what he'll say:

"What! Sawkill Falls? and Raymondskill? and Dingmans? Out of sight! That valley of the Delaware is Memory's delight. O, take this route, this charming road, among those mountains blue,—big as the waxing membership of L. A. W."

CHAS. F. BUDD, No. 91,905.

PORT BYRON TO CLYDE.

EDITOR L. A. W. BULLETIN:

I hope that no one will be misled by the Tour Book of the N. Y. Division into taking the tow-path between Port Byron and Clyde. The direction with the map says, "From Port Byron take tow-path to Clyde, (8 m.) 3 m. further than by road but much better riding." In point of fact the distance is 14 miles by the road passing through Savannah, and by the tow-path it is 17 miles. I rode the 17 miles on the tow-path last week, and found it very soft and rough, being cut up by the hoofs of the mules. Besides, every now and then three mules would come along, driven abreast, and taking up almost the whole tow-path. Then the poor cyclist would have to dismount or run the risk of being kicked into the canal.

I do not see how the road can be as bad as the tow-path. I was told when I reached Clyde that it was pretty good between there and Savannah. The road from Clyde to Loch Berlin is fine, after that sandy and stony stretch to Lyons. You enter Lyons by Montezuma street, not "Montgomery," as the Tour Book says. H. M. CLARKE, No. 124,512.

THE man who needs a talking to should get shaved.

"A FALSE balance is an abomination to the Lord, but a just weight is his delight."

The melancholy days are come,

The saddest of the year:

It's a little too hot for whiskey yet

And a little too cold for beer.

ABOUT this time lookout for the theatre hat.

The Money Question.

MONEY PER CAPITA.

How much money is there in the U. S.?

We hate figures they are so tiresome. Of course you have read them often. Who has got it? Let us say that there are about thirty dollars apiece for us; though it is entirely immaterial for the purposes of this argument whether there are thirty or three hundred.

Some men have good business ability; most men have not. The man who has talent only as an employee must have an employer; that employer must have money, or he must have credit on which to borrow money.

The man who has the money must have confidence in the outcome of the business, or he won't invest in it; and unless the capitalist has the confidence he doesn't furnish employment, and the workman is "out of a job."

We are told by some very worthy and very earnest people that what this country needs is more money. Now that *may* be true, but with the present unsettled condition of business, *due to agitation*, where would we be better off? The money will always be in the hands of about the same men whether there is much or little of it. If the money that is already coined and printed was in circulation, "times" would be good; but it isn't, and it isn't likely to be until something definite is known regarding the future policy of the Government.

If every person in this country had in his pocket today an exact proportion of all the money, what do you think? Would business boom? Well, possibly *some* kinds of business might. How long would it take to put the money exactly where it is now?

Sixty days, and if the amount was twice as great it would n't take a week longer.

Pick out some poor man of your acquaintance,—not a tramp, not an habitual drunkard, but a fair representative of the class known as the "day laborer,"—assume that the man is out of employment, and assume also that if the circulating medium was increased that this man would have his proportion *presented* to him. Never mind the common-sense fact that he would still have to *earn* money before he could get it, but just assume that the newly-constituted money was simply counted out to every such man according to his proportion of the whole population.

Now, if more money was all we need such a distribution ought to make everybody easy. *Would it?* No! the total amount hoped for by the wildest inflationist would n't be enough to buy a suit of clothes for the man, not to mention his wife and family, and

in a very few days every dollar of that money would be just where the money is now,—in the hands of those men who are constituted by nature so that they can manage business enterprises and accumulate money.

Never mind whether or not it is a crime to save money;—we will talk of that another time. The facts are what they are.

The poor man cannot set himself to work. He must be employed by the man who has control of money. The manufacturer must invest large sums of money in material and labor before his goods are ready for the market. He will do this only when he can see ahead, a market for his goods at a profit. But when the future market and prices are endangered by all sorts of proposed "legislation," the man who has money, and who, after all, is simply a laborer who has labored to good advantage, will hold still and wait for something definite, while his discharged employees are given ample time to attend "rallies" and listen to schemes for the salvation of our common country.

These plans to improve the Nation's finances are, in many instances, loudly submitted by men whose wives "take in sewing to keep things a-going," and who talk of "financiers" as though industry was a crime and thrift a capital offence.

The poor laborer can never see prosperity unless the well-to-do laborer can see his way clear to furnish him with employment, and the man who has saved up money enough to do business with will not risk its investment with our political conditions all torn up. Our laws are made by men who are elected by the votes of employees, and just as long as these voters can be influenced by the talk of ambitious politicians, and made to think that money can be obtained by some sort of legislative jugglery easier than by the old-fashioned plan of earning it, just so long will the employing class feel obliged to go carefully when there is a chance that the political conditions may change. Under the present arrangement the country promises to be utterly ruined once in four years.

Is the Republic a success?

Why would n't we be better off to elect some fairly-intelligent man king, and let him run it as a monarchy while the rest of us "saw wood"?

A LIBERAL MAN.

EDITOR L. A. W. BULLETIN:

Having recently "buncoed" your representative with two fifty-cent dollars for membership into the L. A. W., thereby becoming a subscriber de facto to the BULLETIN, I find by a leading editorial in your issue of the 14th inst. that the organization is a loser, if your argument is correct, and as it is my desire to be and keep in good standing, I will deem myself subject to sight draft for balance on arrears.

J. F. WHIPP.

GUNNISON, COL., Aug. 19.

"EXPERIENCE is the mother of science."

WIND AS AN "ADJECTIVE."

Responding to Mr. Elliott's invitation to combat views in the BULLETIN which are approved, I desire to say that it is not so much the substance of what he said on the financial question which is objected to as the circumstances under which it was said, and the false impression given to the public that the L. A. W. had come out for the gold standard and the BULLETIN had been turned into a gold standard organ.

However unintentional on his part, that false impression certainly was given by his editorial.

While I believe that our president intends to be perfectly fair and is one of the most efficient friends the L. A. W. has, it is unfair for him to say that we show our weakness on the money question when we say that we think it unwise for our president and the editor of our official organ, in his official capacity as editor, to champion in that organ one side of a question on which there is such intense feeling and intolerance as there now is on the money question, and especially as the question under discussion is not of peculiar interest to wheelmen as such, and the conduct of the president objected to has given a false impression and an unfair advantage.

As to the *substance* of the financial editorial, it is light and airy; so much so that possibly wind is a better adjective to describe it than substance, and it also has evidence of weakness as an argument on the money question.

For example: "Money is a memorandum, nothing more." Greenbacks were an admission on the part of the United States government that it had no money. (No mere memorandum!) "The effect of money on business is wholly in the mind, purely imaginary." No change either way in the value of money can be made without working a serious injustice to large numbers of people."

Placing the above quotations together brings out their incongruity and inconsistency with force enough to make a graven image laugh.

A mere memorandum is nothing but a record of a transaction. If money is *nothing* but a memorandum, as Mr. Elliott says, how can its value be changed? Why did not the government have some of this mere memoranda? Was it too poor to even have a memorandum?

Mr. Elliott then proceeds to discuss prices, "taking the dollar as a standard," and says money was cheapened. If money is *nothing* but a memorandum how can it be a standard of value? What is the sense of talking about cheapening it? It is useless to follow his remarks further until he answers some of these questions, so that we may know "where he is at."

Mr. Elliott closes his editorial by urging us to insist that the memorandum shall be unchangeable in value. Until he explains how it is possible for a memorandum to change in value we will use our energies insisting on something that our efforts can effect,—improving bad roads for instance, and let immutable things alone.

A. B. CHOATE.

Bro. Choate's effort to attract the attention of the "graven image" is appreciated.

Money is a memorandum because it is paid to a man as evidence that he has performed some service for somebody, and may be held and paid out by him again for whatever he may require. A simple note of hand signed and given by anybody and everybody in exchange for goods, would serve the purpose if it were not for the fact that everybody is not responsible; and even men who are responsible today might not be so a year hence. This fact makes it necessary that the "memorandum" be issued by some source which is beyond question. The most responsible source from which money can issue is the National government, so under the present laws money must bear the government stamp. If the government were perfectly stable and could be handled with absolute wisdom at all times, money could safely be made of paper with nothing whatever back of it except the "responsibility" of the government. But, alas, our legislators are human; they are elected by all sorts of communities and "instructed" to work for all sorts of interests, so that a very large number of even our own citizens are always ready to swear that the existing administration, composed of whatever party, is the very embodiment of corruption and dishonesty.

With such a feeling how could the mere "fiat" of the government be accepted all round as a stable currency, and even if you can imagine so impossible a state of things as our own people being satisfied, how could foreign nations be made to accept anything that our next Congress might render useless or of a modified value? Hence gold was adopted as a standard "memorandum," the supply of which could not be materially affected by legislation. Business "booms" or is "dead" entirely without regard to the amount of money in *existence*, but is affected materially by the amount of money in *circulation*. Thus the effect is entirely "in the minds" of the men who lock up the money.

That "a change either way in the value of money," *i. e.*, a material increase or a diminishing of the gross amount of money in existence, "will work a serious injustice to large numbers of people," is too obvious to require discussion.

Whether or not gold may be considered to have an "intrinsic value" in the sense that food and clothing have such a value, it is also unnecessary to discuss.

Your article in BULLETIN of August 14th on "The Value of a Dollar," is a *very* weak, narrow, incomplete and one-sided expression of the question it affects to treat, and deserves to have no other effect than to ruin the circulation of your paper among wheelmen in every silver State in the Union.

Again expressing regret that you should place your paper on such a stand, I remain,

CELSUS P. LINK, No. 68,311.

FAIRPLAY, COLO., Aug. 26, '96.

SOME BICYCLE TOPICS.

The *Century*, too, in its September number, succumbs to the fascinations of bicycle discussion. Isaac B. Potter, a high official of the L. A. W., contributes an article on "The Bicycle Outlook." He suggests that cycling may revive the old stage-coach inns.

"A few days ago Mr. Edison was quoted in a daily newspaper as saying that within the next decade horseless carriages will be the rule. It may be, therefore, that with the general improvement in road vehicles, and the general improvement of the public roads, without which no vehicle can become really efficient, the volume of road travel will be so increased as to bring to life the old inn of early days, but not, I think, the primitive and picturesque type that marked the stopping places of the old stage-coach which, in the years following the Revolution, used to make the distance between Boston and New York in six days. Nor will the rejuvenated inn bring back the old-time back-log festivals at which the Knickerbockers and Quakers so often came together when the fast coach known as the 'Flying Machine' whirled its passengers between New York and Philadelphia in the astonishing space of two full days. The railway has largely superseded common road travel, and our swift business methods will give the preference to railway travel, until a swifter means shall take its place. But though the great majority will travel by rail, it must be borne in mind that the great and growing body of cyclists who travel by road is not greatly less in point of numbers than the entire population of the colonies, when the old inns were in vogue; and the marked effort on the part of hotel proprietors to secure the patronage of the wheelmen shows how fully the value of this new element is being appreciated. About 7,000 official League hotels have been selected and granted official certificates by the League of American Wheelmen within the last five years. The proprietor of each of these hotels is required to sign a contract in which he undertakes to supply good food and clean, comfortable lodgings to all travelers, and to accord a certain per centage of discount or rebate from regular prices to all members of the League of American Wheelmen on presentation of membership tickets for the current year. In exchange for this concession, the League publishes a list of all official hotels in the road books, tour books, and hotel books issued for the use of wheelmen; and in this manner the patronage of the hotels is encouraged; the wheelmen are brought together at common stopping places, and a direct benefit is secured to the organization."

BICYCLES AND THE ROADS.

One of the most valuable parts of Mr. Potter's discussion are the paragraphs relating to bicycle paths and the duty of insisting on good roads. He says: "A cycle path is a protest against bad roads. We are not a nation of road-makers, and every year, for weeks at a time, our country traffic and travel

are paralyzed by the presence of a simple mixture of dirt and water. Our country roads have cost us thousands of millions of dollars in labor and money, very little of which has been spent in a sensible way. Skillful road work is planned in the brain, wrought by skill, and finished by rule and reason. Every cyclist knows how unfit for human travel are the miserable streaks of rooted soil that run for hundreds of miles through our most populous counties, and all the horses and all the mules know it.

"The undoubted duty of every road officer to keep the public highway in a condition fit for the use of every vehicle having the lawful right to travel is not well understood. Cycling has come upon us apace, and the country road-maker, whose official tenure is often short-lived and capricious, and whose ambition is likely to be restrained by a short-sighted and parsimonious constituency, may scarcely be condemned if he fails at times to provide for the old conditions or to anticipate the new. The cyclist and the road commissioner are fast getting more closely in touch with each other, and the wheelman's influence at the State capital is certain, in the end, to secure the aid and supervision of the State in the making and maintaining of good country roads. Pending the time when this shall be accomplished, I believe that the making of cycling-paths along lines of popular road travel should be encouraged. In the State of New York the legislature has made special provision for the construction of cycle-paths in several of the interior counties; and the local sub-divisions of the League of American Wheelmen will doubtless combine to push the work of cycle-path building, so as to lighten and brighten the journey of the cycling tourists between points where the common roads are in bad condition. We may look for a time in the near future when a cycling route from the Atlantic to the Pacific will be made and mapped, and when good roads and good cycle-paths will be so connected in a continuous chain between the two great oceans that a cross-continent journey awheel will be the popular ten weeks' tour of every cyclist whose time and purse will permit.

"As commonly made, cycle-paths are not expensive, and the cost being generally contributed by the wheelmen themselves, no tax for this purpose is placed upon the public at large. Whether this should be so is a question that will stand some discussion; but thus far the cyclists have sought only to impose a small assessment upon actual users of the wheel when money has been needed to construct cycle-paths. Two years ago Mr. Charles T. Raymond of Lockport, N. Y., one of the pioneers in cycle-path construction, declared that 'what is used by all, and needed by all, should be paid for by all,' and this rule has commanded approval among wheelmen who have taken up the work of cycle-path making. Under favoring conditions, cycle-paths cost from seventy-five to one hundred and fifty dollars per mile. The surface width of the path should not be less than four feet, and need not

be more than seven feet, except in rare cases. The paths are generally laid out on the grass-grown roadside, parallel with the wagonway. The grass is first cut close to the ground, after which the material (soft coal, cinders, or screened gravel) is put on in a thin layer, and so shaped and packed as to slope downward from the centre to each side. The grade in most cases follows closely the original surface of the ground. Material may generally be had at lower cost, and hauled at less expense, during the winter months; and this is an important point to bear in mind, since the item of haulage alone is likely to constitute more than half the expense of construction."

— *Review of Reviews.*

CHICAGO PUNCTURE TRAP.

EDITOR L. A. W. BULLETIN:

My wife and I were riding through Fullerton avenue on our way to Lincoln Park, and as we had just passed Burling street (not over thirty feet,) I discovered a row of large tacks (of course after I had gone over and too late to warn my wife,) and I picked one up with my front tire; and my wife, only a few feet behind me, did the same thing. We then stopped, and I went back and found eighteen large tacks placed in a row, points up, about one and one half inches apart; and at the same time a gentleman on the opposite side of the street going west made the same discovery on his side of the street after he had picked one up. He, by the way, was also a League member. I picked up all the tacks and counted thirty-six. Chicago wheelmen, particularly north siders, know what a thoroughfare for wheels Fullerton avenue is, and they can see what a dare-devil piece of business that was, having been done in broad daylight when wheels are passing all the time. Probably a large number of League members pass over the same ground every day, and I think it a good idea to call their attention to this circumstance. It is a common thing to find pieces of glass strewn over the streets, even on boulevards, and it certainly is done maliciously, and there ought to be some way to stop it. I hope that other members won't give this merely a passing glance.

GEOR. H. STRANAHAN, No. 120,061.

1228 LILL AVE., LAKE VIEW, CHICAGO.

THE bicycle is certainly a part of people's daily life in London. Nobody's day in the season is complete without the early ride in the park, where cycles have almost usurped the place of horses. Indeed, the sale of both horses and pianos has been seriously affected by the demand for ladies' bicycles of late. This is a significant proof, if any are required, of how universal the taste for cycling has become. — *Scottish Cyclist.*

It's well enough to talk "just to be saying something" if you just have something to say.

"IF SINNERS entice thee consent thou not."



For weeks the money flowed
like wine,
But, O, I knew she would be
mine,
And ere the moment came to
part
I asked my darling for her heart.

• • •

She gave me such a wondering
stare,
A bitter, frosty, ice-house glare!
And tossing back her haughty
head,
"You're too presuming, sir!"
she said.

MY SUMMER (?) GIRL.

When first I met her by the
sea,
She seemed so well im-
pressed with me,
That to my happy self
I said,
"I've won this angel, heart and
head."
I bought her cream and sweets
galore
And squandered dollars by the
score,
For O, she was so fair and
nice,
I could not stop to count the
price.



A firm of Dublin patent agents have taken pains to dissect Patent Office returns for the first quarter of the current year. It appears that about one thousand applications relate somehow to the cycle. Tires, pneumatic and otherwise, of course, come first and, with various methods of constructing, fixing, covering, and inflating, total about 450. Then come 200 applications under "general construction." Brakes take next place, numbering 56, followed by saddles, scoring 52. The chain has engaged the attention of 31 inventors, and the inflating valve 22. Lubricators number 20, and locks 19. Devices for securing ladies' dresses record 14 applicants, and lamps, 12; while inventors desirous of sounding the "alarm" have filed 7 applications for bells. Parties anxious to carry luggage have asked for 6 patents, and those wishing to measure distance about 5. The inevitable smoker turns up with two descriptions of devices for carrying pipes and matches; while the gourmand seeks to patent a contrivance for carrying luncheons. Finally, we find vanity on the wheel is amply provided for in the presence of two fair votaries who have invented what they call "toilet companions."

"HE THAT walketh uprightly walketh surely."

LAMENT FROM THE CRADLE.

Up from the cradle came a wail
At first a pensive coo;
Into a wicld, vociferous wail
Of mournfulness it grew.
His sorrow, in a vein prolix,
He struggled to reveal,
"My father's talking politics,
And mother rides a wheel.
"They say I'm cross. I'm simply sad
At being slighted so.
I wish the baby-carriage fad
Could somehow get a show.
"How can you blame one in my fix
For setting up a squeal?
My father's talking politics,
And mother rides a wheel."

—*Washington Evening Star.*

WHEELS AS BAGGAGE.

Those persons who have been making themselves conspicuous by proclaiming their doubts that the bicycle "has kum ter stay," as the cross roads newspaper announces its determination to continue publication, should consult the figures of the baggage-men and consider the steady growth of the wheel business from their point of view. There are still a few of that once very large army of scoffers who were wont to stroke their chins while declaring that "the bicycle is only a fad now, which will disappear after they all get tired of the thing." The ranks of the "wise ones" have been greatly thinned, however, by the very machine which they had decried, and instead of bicycle haters we have a concourse of bicycle enthusiasts.

"I used to have it in for the durned wheels and wheelmen," confessed General Baggage Agent Carrick of the St. Paul road to the cycling editor yesterday. "I did n't like the sight of the pesky things, for they made us a vast amount of what we called extra work and trouble. It's different now, for I got a machine, and now I am an enthusiast. I recognize the fact that the wheel is a permanent institution and have set about to accommodate our business to it as quickly as possible. We are now equipping our 100 baggage cars with the new device by which the wheels are carried without a mark or a blemish. Wheels are awkward things to handle, to be sure, but we do not propose to engage in a useless fight against them."

The volume of the wheel-carrying business on some of the roads has assumed enormous proportions. Mr. Carrick's record shows that during the past month over 25,000 of the silent steeds have been carried on the St. Paul system. The wheels have been picked up at various points along the lines. Some have gone through to distant points, but the majority have been carried from the cities to the summer resorts and country places and return. From Chicago and Milwaukee and St. Paul to Oconomowoc, Waukesha, Cedar Lake, Pine Lake and the other points, there have been many shipments. The business has increased threefold.

The Chicago and Northwestern has also done a

big business, Baggage Agent Pattee estimating that over 12,000 wheels have been carried monthly. The Wisconsin Central has no complete record of the wheels hauled, but the officials state that the number is large and is increasing.

The roads charge an extra fee for each bicycle ranging from 25 cents to 80 or 90 cents for the ordinary distances. The Wisconsin Central insists on owners signing an "iron-clad" release of the company for all liability on account of injury to the wheel in transit, the Northwestern classes bicycles with baby carriages and has an agreement by which it is relieved from liability for damage except on account of the company's negligence, but the St. Paul stands good for all damages to wheels. "With this new system of brackets," said Agent Carrick, "we need not have any damage done to the wheels." The receipts of the companies from bicycle baggage are of course quite large. — *Milwaukee Journal.*

NO GOOD ROADS.

The Watertown correspondent of the *Waterbury American*, in an article on the building of a piece of road in that town, has this scintillating jewel of fact:

"There is hardly a farmer in town but thinks himself capable to make a good piece of road, but, although various ones have carried out their own ideas, which in a number of instances were diametrically opposed to each other, we never were blessed with many good roads."

Nor will the roads of the country ever be classified as "good," to say nothing of "fair" or "tolerable," until the farmers are taken off the roads and regular road-builders employed. For it is as certain as anything can be that hauling mud on the roads, mixing it with clods of turf and sand, will never make a good road. Road-building and road-repairing is a science, a trade. Every Tom, Dick and Harry cannot make a good road. It is a work which requires study and a road must be built on a regular plan. Roads differ in construction as in situation. The matter of location — dry and sandy soil or wet and clayey soil — has everything to do with the permanence of the road. As that well-known advocate of good roads, G. W. Bradley, of Newtown, says: "You can't make a good road by hauling loam onto loam, or sand onto sand," yet that is what many farmers who make roads do, and are surprised because travelers over the roads find fault.

There is just one way, and only one, to build a good road, and that is to hire a man who knows how; who has put some thought into the subject; who has had experience and is not too anxious to "work out his taxes." — *Ansonia (Conn.) Sentinel.*

WE SHALL happily miss the lonesome lull of other autumns, this year, by braiding the tail of the baseball season into the foretop of the presidential campaign.

A BOW.

BY LYMAN W. DENTON.

A shopping maid: "I want a bow;"
 And then the gallant clerk: "Just so,—
 I'm at your service, pretty maid."
 But, not to be outdone, she said,
 With feigned dejection,
 "I thought it would be surely seen
 That such a pale and sickly green
 As you
 Will never do
 With my complexion."

MINNEAPOLIS, MINN.

THE RULES OF THE ROAD.

Every one who has occasion to drive or ride along the public highways, especially in the vicinity of cities and towns, cannot fail to notice the prevalent disposition of bicyclers to violate the rules of the road. Many devotees of the wheel seem to think that they are privileged characters and that none of the legal restrictions on vehicular traffic applies to them at all. When they meet a carriage coming in the opposite direction, they keep to the right or not,—more often not,—as they feel inclined. When they undertake to pass a vehicle going the same way, they are just as likely to take the right-hand side as the left. When they wish to turn, they do so without warning and drivers coming up behind them are frequently obliged to pull up short to avoid collisions. These same violations of the rules of the road apply equally well among bicyclers themselves. They follow personal whim or convenience, and not the dictates of mutual safety and comfort. It is safe to say that nine-tenths of the accidents in which bicyclers are involved might be obviated if bicycle riders would adhere to the rules laid down by experience and made binding by the law of the land.

The bicycle has come into vogue so unexpectedly and insidiously that public opinion has tolerated on the part of wheelmen and wheelwomen a degree of license that is leading to very serious abuses, and it is evident that the authorities entrusted with the enforcement of the laws have been altogether too lax in their treatment of bicycle owners and riders. The simple facts are that the bicycle is a vehicle. As such it should be taxed. As such it is entitled to the privileges of any other vehicle on the highways, and no more. To assume, as the majority of bicyclers apparently do, that they are not bound by the requirements of custom and courtesy and that everything must give way to them, is to cast a stigma on bicycling which more thoughtful and better-mannered people will find it hard to overlook.

No doubt the offenses committed by bicyclers as a class are largely due to the facility with which machines can be secured and ridden by persons who have never been accustomed to pleasure driving, and who therefore sin more through ignorance than wilfulness. Certainly no more beneficent work could be undertaken by the League of American Wheelmen and the various bicycle clubs than that of educating bicyclers generally to a right estima-

tion of their duties to the public and to each other in the use of the highways. Meanwhile the laws should be more strictly enforced, and those who drive or ride the horse should insist on their rights to the letter, otherwise our streets will be wholly given over to unrestricted hoodlumism. Among other suggestions that might be advantageously carried out, is the idea of obliging dealers in bicycles to supply every buyer of a wheel with a circular, giving the rules of the road in plain and unmistakable terms and defining the penalties for their violation. A little obligatory missionary work like this would soon have its effect, and if sufferers from the bicycle nuisance would carry a few cases into court, it would not be long before the offenses now complained of would be practically abolished. — *Beacon*, Boston, Mass.

[All of the above suggestions are good and, without exception, have been vigorously preached by the *L. A. W. BULLETIN* for a long time, and with good results. — *Ed.*]

WHILE YOU WAIT.

The reason bicyclists dislike to dismount from their silent steeds is because they hate to draw rein (rain).

"Keep your shirt on," is a timely warning. Mr. Ryder made a long run the other day and came home without his sweater, which he had worn *à la* Chinaman when he started. You see, he covered many miles, but his sweater could cover only one lap.

Where was Scorchers when the light went out? Ask the police.

Hit the "bull's-eye" and you may get a dose of oil.

NEW YORK, July 24, '96.

GEORGE F. SCHREYER.

A CONSTANT contributor of vast cycling experience has always personally had a great objection to wearing wool next the skin, and has for years been accustomed to wear nothing but cotton when cycling in hot weather. Nor has he, as a rule, discovered that the wearing of cotton was attended with the slightest ill effects. But we learn that his faith in cotton has been somewhat shaken by a recent experience. He had a slight touch of lumbago, brought on by being caught in the rain when out cycling. A few days afterwards he went for a long day's ride in a hot sun, which was followed by a return of the lumbago in an intensified form. His friends, who believe in wool have endeavored to persuade him that the wearing of cotton was responsible for the trouble, and though he has not yet summoned up the courage to wrap his vile body in anything so hateful to the touch as the discarded clothing of the sheep, he writes us that he is not prepared to deny that there may be something in the explanation. Doubtless this most strenuous advocate of cotton will tell us how he fares after having overcome his dread of wool. — *Scottish Cyclist*.

A Stewpid R-hyme.

September now has come, with cruel and final R,
Which tells us true that oysters new ripe and ready are;
And Patty, my best girl,—who loves me not by halves,—
Says that she is fond of me and the sweet bivalves.
She is the nicest girl and looks so neat and natty,
At this and other season's *she's* my oyster, Patty.

AMERICAN WHEELS IN ENGLAND.

The invasion of England by the American manufacturers of bicycles is an accomplished fact, and although the English makers affect to ignore the threatened competition, it is likely to have serious results on a trade which has hitherto been one of the few in which we have had a practical monopoly. A year or two ago the idea of American bicycles being freely sold in this country would have been pooh-poohed. Today an increasingly large number are in use everywhere.

To some extent this must be attributed to the inability of the home manufacturers to supply the demand for machines, and consequently the astute Yankee has found a ready opening for his wares. Then, too, he is a smart man of business, and knows how to advertise, in which, by the way, he excels the majority of English firms. Added to this is the fact that, except in a few cases, he has an attractive looking mount to sell, and one that is usually considered lighter than the average English machine.

True, he often gets that lightness by fitting wood rims and single tube or hosepipe tires, and by omitting gear case and mud guards, but as a rule his machines are undoubtedly less heavy than our own. That they are prettier is also evident. As to price, they are mostly a little lower than our best makes.
—*London Daily Mail*.

The question of bicycle accidents is one, we are afraid, that we shall always have with us. A bicycle in the hands of one inexperienced in the art of cycling, if ridden in crowded streets, is very apt to run amuck. But the greatest danger lies in the track of the youthful, would-be scorchers. Every week newspapers contain paragraphs which are headed "The dangers of bicycling." Judging even from the bare police court proceedings, that are a natural sequel to these adventures, it must strike everyone that there is a great lack of fair play shown on both sides. Often enough it is the cyclist who is to blame for riding away after sending some one head-over-heels, but in a provincial town last week a cyclist was riding close in, on the left-hand side of the road, where there appears to have been a tight place in the traffic. Seeing this the cyclist dismounted on the proper side of the road. No sooner had he done so than a phaeton, driven by a lady dashed into him. The wheelman was thrown heavily to the ground, the wheel of the vehicle just grazing his head. The poor fellow suffered a severe shock and a broken nose, while his bicycle was considerably damaged. It is said the fair driver never paused in her career, but dashed on down the street. Luckily her name and address were obtained by another cyclist, who

gave chase. There is nothing so cowardly as this rushing away after bringing someone to grief. We regret it continually happens that a cyclist pursues the same practice. Such a mean action deserves no sympathy, whether the sufferer be at fault or not.—*London Cyclist*.

ANENT CONTINENTAL TOURING.

In reply to the inquiries of many correspondents, it may be said that France is by far the best country in Continental Europe for cycle touring. One may travel from the English Channel to the Pyrenees, or from the Bay of Biscay to the Switzerland border without leaving a superb system of National roads, upon which it is possible to ride with ease two hours after a hard rain. The whole country is well mapped out, and the roadside inns may be relied upon to furnish ample accommodations between the larger cities. The tourist may go wherever he will, with the utmost assurance of courteous treatment, and if he wishes to take the train at any point, his wheel will be carefully transported as personal baggage, free of charge. In addition, every town, no matter how small, has one or more reliable repair shops, where any accident to the wheel or tire may be quickly remedied at a small charge.

There is interest enough in France to occupy much more than the time allotted to the ordinary tour, but if another country can be included in the cycling itinerary, an excursion across the border into Switzerland may be strongly recommended. Here also a splendid system of National highways will be found, vying with those of France, and making a tour among the mountains less difficult than the ride from New York to Albany through the highlands of the Hudson.

In Holland and Belgium the highways are ordinarily good and the towns near together, but one disadvantage will be found in the tiled roads which number more miles than those of macadam. When not in good repair, riding over a tiled surface demands close attention, which the average tourist would prefer to give to the points of interest *en route*.

Altogether then, for a short continental tour, we would advise the cyclist to choose France, especially if unacquainted with any European language. The French people are very quick to comprehend the tourist's meaning, however imperfectly expressed, and will invariably courteously respond to any inquiry regarding distances or accommodations.

Every American cyclist visiting the Continent should become a member of the Touring Club de France. The small annual fee will be saved many times by the briefest wheeling tour beyond the English Channel. Col. Francis S. Hesseltnie, 10 Tremont street, Boston, Mass., represents the Touring Club de France in America.

One may cycle in France more or less at any season of the year, at a moderate expense and with unlimited pleasure and profit.—*Outing*.

THE IRONY OF FATE.

He defied the floods of Pluvius, scaled the crater of Vesuvius,
Had triumphed over fevers in the jungles lone and lorn;
He had fought in Abyssinia, he had battled in Virginia,
And had danced the pigeon wing on the dizzy Matterhorn.

He had braved a thousand dangers in the land of savage
strangers—

War and famine, fire and tempests, epidemic and the like;
But yesterday at seven, in the calmness of the even,
He was killed by a collision with a woman on a bike.

—*Truth.*

THE LEAGUE AND THE LAW.

EDITOR L. A. W. BULLETIN:

In regard to ordinances I wish to state how we have gotten along in Oil City, Pa. Previous to this summer, the city had no ordinance pertaining to bicycles, but it has been generally understood that we are not allowed to ride on the sidewalks, and a few were arrested and fined for so doing. This and some complaints from different sources caused our Mayor to ask the counsel to frame and put through an ordinance relating to wheels.

The first knowledge the wheelmen had of what the new law was to be was after its second reading, at which time it was published. It provided as follows: That all wheels should carry bells in the day time, and a lighted lamp at night; that each owner of a wheel should purchase from the city comptroller a brass tag containing a number which should be fastened on the head or handle-bar of said wheel. This tag was to cost fifty cents, and a new one should be taken out each year about May 1st. No more than two wheels were to ride abreast in any street or alley in the city. No coasting or fancy riding was allowed, no racing nor immoderate riding. The rate of speed was to be left to the judgment of the officials. An amendment provided that the number of the tag purchased from the city should be painted in good plain figures in the lens of the lamp, on the wheel, so as to enable the police to see it at night. The violation of any of the above regulations was made punishable by a fine of from one dollar to ten dollars, or an imprisonment of not more than thirty days.

Of course there was a howl among the wheelmen, but we were not organized, so what could we do? I wrote to S. A. Boyle, Chief Consul of the Pennsylvania Division. His reply was emphatic and to the point. He said that the division would protect L. A. W. members from the operation of any such ordinance to the full extent of its power.

We called a meeting of the wheelmen of the city, at which meeting matters were talked over, and a committee was appointed to confer with the city counsel, and see if the ordinance could not be modified a little. The committee worked hard and faithfully. The result was that the ordinance was referred back to the ordinance committee for revision. After the ordinance committee got through with it, it amounted to little more than that each wheel should carry a bell, and that each wheelmen should use good judgment in riding.

One of our committee was on hand when it came up in the counsel meeting last Monday evening, and after some discussion the whole thing was voted down entirely, so Oil City has no bicycle ordinance.

Now my opinion is, if our little city can do this, so can others. I say that the wheelmen themselves are to blame for the strict city ordinances they are compelled to live under. Let them assert their rights and make their L. A. W. membership a power, and that power felt, and they will have less reason to complain on account of the law imposed on them.

No. 106,983.

ENGLAND'S ROADS.

The horseless carriage is in England to stay, and it will become for pleasure and business purposes a useful machine, because in England they have not only good but superlative roads, and they are kept right up to standard at all seasons of the year, and from day to day. Water is the worst enemy of good roads. Under a careless system of maintenance and repair water will destroy roads faster than ceaseless, heavy traffic. Knowing the work of water on roads, the highway authorities of England do not allow it to get a start, and therefore washed and gullied roads are unknown except, perhaps, when there comes an extraordinary storm.

All over the United Kingdom the system is generally the same in its main features. In the first place, there have been good roads built for a long series of years; they are properly drained, inspected daily at the least, and every little wear, a hole as large as a filbert, is promptly repaired and made as good as the rest of the road. There is no chance for a road to wear out. It is ever new and its level and crown never vary. That is what permits the horseless carriage or the carriage drawn by horses to exert their greatest usefulness, and it is all on the side of economy.

In this country the people are just awakening to the manifold advantages of good roads, and in some states they have systems well under way and they pay. That is the invariable experience of all states that have taken the matter in hand. Good roads pay in the country and they pay better in the city. Indeed cities can make no better paying investment than good roads built and maintained on a good system. — *Day*, New London, Ct.

HOW SHE IS CHANGED.

It seems a few short days ago
The girl for whom you'd died
Would walk a block and then exclaim:
"Oh, dear, my shoe's untied!"
But times have changed and so have girls,
Of this all are aware;
She simply now reminds you that
"My tires need more air."

— *Yonkers Statesman.*

THE unhappy women of the world can be divided into two classes, those who have loved and lost and those who loved and got him.

FOREIGN NOTES.

Contempt of constables seems to be a serious offense in some enlightened portions of these islands. In Northampton not even a Church of England vicar may make light of the majesty of the law as personified in an able-bodied bobby, for we read that the Rev. Charles Brooks, vicar of St. Sepulchre's, Northampton, who was tried for riding a bicycle without a light, had his fine specially increased to sixteen shillings when it was stated that he had had the effrontery, after being stopped by the constable, to remount his machine and ride away.

Apocryphal American machines, a gentleman called on us this week to ask our opinion of a certain make of tandem for lady and gentleman which he had taken a fancy to. He said he would have bought a — (mentioning a celebrated English make,) but on inquiry he was told that the makers would not guarantee delivery under six or eight months. He felt sure, he said, that they did not even want the order. We explained that this state of things was really exceptional now, and at last convinced him that the English trade was not to be judged by this instance. But it supplied another illustration of the treatment — unavoidable, it may be, but nevertheless hurtful — that has driven both dealers and buyers to the American market.

Bicycling in a ball room reads rather curiously, yet this was done, and done successfully, at the opening dance for the season at Government House, Melbourne, on July 7. The "ride," which consisted of a series of pretty evolutions arranged by Mr. C. H. Eckenstein, was performed by an aristocratic company, including his Excellency the Governor, Lord Brassey, and the Earl of Shaftesbury. The ladies wore blue skirts, blouses and light-blue ties; the features of the gentlemen's attire being knee breeches, buckled shoes and lace ruffles.

So Scotland is the favored nation. We have fought long for the honor, and cannot but think we were once wrongfully done out of it, but at last it has come. The World's Championships of 1897 will be held in Scotland. It goes without saying that Glasgow must be the venue, both because of its gate-drawing powers, and because of its more suitable track. It would be well if there were a track still more suitable, but that's another matter, and one still in the state of wisdom. We have obtained the Championships, and now we must prepare ourselves to justify our selection. Not the least part of our duty will be the entertainment of our guests. In their homes, the Scottish people yield place to none as hospitable hosts; but in public it is no use denying the fact there is a lack of that ceremony and elegance of manner which goes far to beautify life and place the stranger at ease throughout the Continent. Our reserve must be thrown off for the nonce. It would be well if

the Union at an early date appoint a special entertainments committee to this end. And if, perchance, a rider really fit to hold his own in such company as he may then meet be vouchsafed to us, and should he peradventure emerge a winner — why, we shall just go mad with joy.

Immense discredit is brought upon cycling by women who are rough, masculine, and noisy in their habits and tones of thought. The idea that a cycling woman must needs have a desire to unsex herself ought to have died a natural death long, long ago; but women of this sort do their very best to keep the superstition alive. Why, because they cycle, should they talk and laugh at the top of their voices, affect rough ways, and copy men in all their most undesirable points? It is a curious thing that when women try to copy men they never seem to emulate their best qualities, but their worst. Rational dress does not, as its opponents declare, make a woman masculine or rowdy. She may be and very often is far more quiet, feminine and modest in her rational dress, than is her sister in flowing draperies. A gentlewoman will retain her gentleness in whatever dress she puts on, whether on her bicycle or off it.

There is one class of woman who brings discredit upon her pastime, while all the time she thinks she is doing it a world of good. This is the woman who talks of cycle, and nothing else, till she bores the outside public nearly to death. Wherever you hear her she is prattling of spokes, and tires, and drop frames, and tubing — not to mention the exhaustive subject of rims. It is quite natural that she should be full of the new and fascinating pastime which has opened up an entirely new side of life to her, but she must remember that there are still many people who do not share her frenzy, and to whom her theme is absolutely devoid of interest. People with only one subject are always people to dread and fly from, but when their subject takes the form of one bristling with technicalities which are as the mysteries of the Sanscrit language to the unlearned, it becomes detestable.

The novice possessed of a little smattering of information about bicycling is also a terrible person. She lays down the law upon the subject with an air of absolute finality, and her information is in almost every case quite wrong. She recommends boots, and complicated and impracticable skirts, and low saddles, and the like. If she has made any real discovery on the subject, it is merely as it personally affects herself; and she assures everybody that certain things are incorrect, either because she cannot manage them or because she happens to dislike them; while others she insists on as necessary to the accomplished cyclist merely because they happen to appeal to her. The world is at present full of sufferers from the misdirected zeal of these novices, who think they have mastered their subject. — *Scottish Cyclist*.

AND THERE ARE OTHERS.

BY JOE LINCOLN.



EVERY day, for ten year or more, Joe Hawley's come down to the grocery store, And sot on a barrel and agrieved That the rich was tannin' the poor man's hide.

"We can't earn the price of a decent meal, We're ground beneath Capital's iron heel, We workin' men don't stand no show

For an honest livin', by Gosh!" says Joe.

There ain't a thing that he don't know About the "Laborin' Class's" woe; And he'll sit all day and lay down the law, And only stop to "borrer a chaw," While his wife at home, she takes in sewin' Or goes out washin' to keep things goin'. For the only work, I ever saw Joe Hawley do, was to work his jaw.

THE man who does right need n't worry if somebody catches him at it.

If EVERYBODY thought alike — but then it is n't likely they ever will.

"WHEN Greek meets Greek" they don't try to speak English.

AN AMATEUR either *is* an amateur or he *is n't*; and then what?

WE BELIEVE in the free coinage of "road metal."

"SOLOMAN said in his haste, 'all men are liars.'" If Solomon had studied the cheap campaign orator he might have omitted to apologize for his haste.

If A candidate is in favor of good roads, 'tis well. If he will work toward their accomplishment, vote for him.

"SIDE paths are a protest against poor roads."

"SEEST thou a man that is hasty in his words; there is more hope of a fool than of him."

THOUGH you may have a poor neighbor, see to it that your neighbor has a good one.

IT PLEASES ALL.

Among my late surprises most Was that of my man Mike, Who came to work ahead of time, Well poised upon a "bike."

"I see," said I to Mike, one day, "You get to work quite early, Your face now wears a pleasant smile, You never now are surly." "Shure, boss," said he, with winking eye, "I thought thim wheels a fraud, But it's aisy now to bate the car And carry meself and hod!"



THE UNITED STATES CYCLE FITTINGS COMPANY, 20 Warren street, New York, desire to use the services (and will pay well for the work) of a bright young cyclist in every town as agent for the new Anti-Rust Cycle Fittings. Send addressed stamped envelope for sample (gratis) and particulars of employment.

BICYCLES IN BAGGAGE-CARS.

This paper described on July 3rd last, a plan for storing bicycles in baggage-cars. The same fixtures are equally desirable for use in any place where room is limited, as one-half the room is saved over the usual methods.

These fixtures are now regularly manufactured and for sale by F. W. WHITCHER & Co.,

BOSTON, MASS., No. 4, High street.

Descriptive circular on application.

NATIONAL MEET SOUVENIRS.

The Louisville '96 Meet Club has a few Souvenir Programmes, Credential Badges and Meet Club Buttons on hand. A copy of the Souvenir Programme and a sample of the Badge and Button, will be sent to any wheelman who will forward 25 cents to Chas. P. Craig, Secretary, Room 1, Board of Trade Building, Louisville, Ky. The price barely covers the cost of handling and mailing.

OF INTEREST TO CYCLISTS.

The Cyclist Publishing Co., have issued a large interesting book on the wheel, which they are sending to all L. A. W. members free. Many thousands have already been given away, so if any member has not received a copy send your address with two-cent stamp for postage, and a book will be mailed free. Those desiring same nicely bound and printed on heavy toned paper adaptable for library can have same by sending ten cents extra. It is a valuable book which all cyclists should read, as it embraces all points of interest to the racer, tourist and rider with special matters interesting to lady riders. Address,

CYCLIST PUBLISHING CO.,

PHILADELPHIA, PA., 1813 No. 16th street.



A STREET TERROR.

I do not mind a "runaway,"
 For e'en a frightened horse
 I find is not so wild but what
 I still can gauge his course.
 And flying fire engines
 I am not afraid to meet,
 For somehow they don't block the way
 While passing through the street.
 But when I spy a wabbler
 A-wheeling up my way,
 Why then you'll see me climb a tree
 And stay there half a day.

GOOD ROADS AND RESORTS.

Communities, like individuals, must learn many things by experience. There are new lessons to be studied with every turning of the pages of time. Those who learn them earliest have the longest time in which to be benefited by them.

A few years ago the condition of the roads had little to do with the popularity and success of a summer resort town. There did not appear to be any vital connection between roads and revenue.

It is different now, as many inland summer resort towns have learned to their joy or sorrow, as the case may be, during the present season.

A very large per cent. of the people who go summering, nowadays, demand surroundings that will permit them to freely and pleasantly go about. No one cares to be made a prisoner by his circumscribed environment. But few care to do a great amount of walking. Then they must ride. At the seashore or by inland waters, a boat may be employed, but by far the greater amount of travel will be done by some manner of wheeled vehicle. Carriages and horses are expensive and can be employed only by the favored few. The bicycle is and must be the popular means of conveyance.

Carriages must have and bicycles must have good, smooth roads, and the towns that fail to provide them may as well take in their signs, "Summer Boarders Wanted." This truth has become so apparent that another year will see an emphatic Good Roads clause in the list of attractions which the up-to-date town will offer as a catcher of patronage.

And the same words apply to the winter resorts of the South. A great majority of the people who

will go south this winter, will wish to ride in carriages or on wheels.

The nice resorts will see to it that their streets and roads are all that can be wished. The bicycle has increased the circulation of mankind immensely, and no one cares to pay ten dollars a day to look out of a hotel window, or sit on a stuffy piazza and wish he could go somewhere. Nowadays everybody goes. And it must have roads to go over.

No roads, no resorters! See?

ROADS AND CONVICTS.

EITDOR L. A. W. BULLETIN:

The general need of road building is apparent throughout the country, but there is one great difficulty in the way, the expense. The taxes a farmer has to bear are heavy at best, and it would be ruinous to him to pay for macadamizing the country roads or even give them a coating of shale. But we need good highways just the same.

In England convicts have been employed for many years in road-making and in some parts of our own country as well. The highways have been improved at minimum expense; the convicts have been kept busy, not allowed to sit idly in their cells for a great part of the day; while at the same time they have not been competing with honest mechanics.

Col. Carroll D. Wright, the commissioner of labor statistics, has given some interesting figures in his last report bearing on just this point. He says that in the penal institutions of our various States there were, in 1895, 54,244 convicts of which only 1,988 are females. Over 70 per cent. of these, 38,415, were engaged in productive labor, and although in many States there was a decrease of the amount of work done in the prisons, yet this decrease was nearly offset by the increase of work done in other States. The total value of goods produced or worked on in all States' prisons or penitentiaries during 1895 was \$19,042,472, while the value of the labor expended on them he estimates at under \$2,500,000.

From the standpoint of mere morality we cannot shut our convicts up in solitary confinement with nothing to do. Yet such labor as they are ordinarily employed in competes most disastrously with free labor. To employ them on the roads, then, would mitigate two evils and leave only the trouble of caring for the convicts while out of the prison walls. Certainly the advantages seem to outweigh the disadvantages. All honor to those who lead it!

F. STORRS HANSELL, No. 97,656.

THE advent of the bicycle in this State has the effect of stimulating the efforts of citizens to secure better city streets and country roads. A few years ago one could not drive a mile from most towns without encountering heavy sand. Now splendid shell roads extend long distances from many towns, in some cases reaching to adjoining towns. The improvement during the past two years has been remarkable. — Jacksonville, (Fla.) *Citizen*.

SECRETARY HAMILTON'S ROAD SUGGESTIONS.

The Deputy-Secretary of Agriculture in Pennsylvania, John Hamilton, has served two terms as road supervisor in his own county, and is qualified to speak from experience on the subject of road-making. His recent communication to Secretary Edge contains a number of facts pertinent to the period when the State must, perforce, enter upon some system of road-building different from the present one.

Secretary Hamilton says that there are 80,000 miles of roads in Pennsylvania outside of the boroughs, cities and turnpikes, and that in the year ending May 31, 1895, these roads cost \$3,898,573.86, or \$48.73 per mile. These figures are startling and become especially so when we ascertain how crude the roads of the State are, how far Pennsylvania falls behind New Jersey and other States in this respect, and that the expense has continued year after year. Secretary Hamilton lays the responsibility for this enormous waste, which has continued for a century without resulting in any permanent improvement, upon the farmers. He declares that the present cost of maintaining highways which are nearly impassable for several months of the year, would be sufficient in nine years to make macadam roads six inches thick over the entire 80,000 miles of roads. It is to be hoped that the farmers, who have heretofore opposed a State road law, will ponder over these facts, and give their support to such a measure at the next session of the legislature.

Secretary Hamilton recommends broad tires for heavy wagons on stone roads, but flat shoeing of horses is just as essential. The stone roads of New Jersey are picked out in dry weather by the toes and heels of the horse shoes more than they are harmed by narrow tires.

A State law appropriating one-half of the present yearly cost of roads and expended on the New Jersey plan would give Pennsylvania good roads in a few years. — *Philadelphia Inquirer*.

STREET CLEANING IN CITIES.

According to the recommendation of the subcommittee on charter, we shall probably enjoy in Brooklyn the same kind of street cleaning that they have in New York. That is to say, we shall probably have clean streets. The tendency in our cities toward honesty has had good results, even in departments of public work that are not directly reachable by reforms, and in Brooklyn the streets are kept a good deal cleaner than they were under the ring administrations, but contract work of any sort as a municipal life seems to be a failure, and the best street cleaning done hereabouts is that in New York, where the sweepers and drivers are as much a part of the public service as the policemen, park keepers and firemen. There was a time when uniforms were strongly objected to, as being un-American,

but it does not appear as if a letter carrier were any the less an American for his gray coat, or the Tammany policeman were much different in his striped suit from what he was in his blue one. Indeed, the conspicuity which is conferred on a man by dressing him differently from his fellows has proved to be an excellent thing for the prevention of shirking. Especially is this so in the street cleaning department of New York. Such commotion was made when white uniforms were proposed that Senator Grady offered a bill to compel the head of the street cleaning department to wear white canvas himself, though the police commissioners and fire commissioners were not to dress in the manner of their hired men. Mr. Waring has shown that streets can be cleaned, and that one way to do it, after securing men for the work who are disconnected with anarchist organizations and know their right elbow from their shovels, is to raise their morale. It has been found that their uniforms are strong factors in this, and, especially since the praise they received in the parade this year, the men, instead of looking upon their white clothes as a badge of degradation, regard them with pride and do their work in a more satisfactory way because of it. With the right men in charge and the elimination of politics from departments of labor with which they can have no just connection, we can have just as good service in Brooklyn as they have in New York, and if we are to become a part of New York, be sure that we shall demand it. — *Brooklyn Eagle*.

GOOD ROADS PAY.

Conditions such as recently existed in a small town in New Jersey, twelve miles from Philadelphia, form a fitting object-lesson of the profit of good roads. In consequence of the bad roads the wagon makers thereabout constructed four-horse vehicles to carry fifty-five bushel baskets as a maximum load, which was regarded as heavy hauling. Real estate had gone a-begging for years; there was no possible market for it. It had been impossible to settle up estates because no purchaser could be found for the land. But a few years ago the people of the community woke up. The town issued \$40,000 worth of bonds and applied the proceeds to better roadways. As a result New Jersey wagon makers of the vicinity of Philadelphia are making two-horse vehicles to carry, not fifty-five bushel baskets, but loads made up from ninety to 125 bushel baskets, and still the loads are not regarded as heavy. Two horses are able to do more work than four horses, and with much more ease.

On the old roads two men and four horses, with a wagon weighing 1,900 pounds, could take two and a half tons of produce to market and bring back an equal amount of fertilizer, making one trip a day. Now, on the good roads, one man with two horses, and a wagon weighing 2,300 pounds, makes four trips to market, bringing back an equal weight and making four trips a day. — *Jersey City Evening Journal*.

League of American Wheelmen

.. Official Department ..

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Date of Expiration

Number

Name

Street and No. or P. O. Box

City

State

City and Division in which my name is to be added to which I should be attached

Business will be stopped at date of expiration. I am here 60 days in which to renew.

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We have a new ticket holder, simple in design and moderate in price. It is of celluloid, steel bound, and it exhibits both sides of the ticket without exposing it to wear. It will be sold for ten cents.

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In order to supply a "long-felt want," we have had made what we shall call the Standard League Badge. It has a royal purple rim and is made in two qualities. The gold badge we will send by mail for \$2 and a plated badge for \$1. Those who desire a neat and inexpensive badge may order of—

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Suspended Pending Investigation.

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A. B. Gieseler, W. D. Cleland, C. V. Horan, J. F. Higgins, W. E. De Temple, J. T. Finn, all of Buffalo, N. Y.
October 3 has been assigned to Vim Bicycle Club, Newark, N. J., as a national circuit date.
Tentative races were made at San Jose, Cal., May, 1909, by William Evans and William Hutton have been accepted, as follows:

Unpaced, flying start against time, 1/4 mile, 1:25 1/2; 1/2 mile, 2:45 1/2; 3/4 mile, 4:05 1/2; 1 mile, 6:45 1/2; 1 1/4 miles, 8:40 1/2; 1 1/2 miles, 10:55 1/2; 1 3/4 miles, 12:17.

Declared Professionals.

Gib Wilcox, Mobile, Ala., clause (b).
I. T. Kinney, Jr., Savannah, Ga., clause (f).
Clark Brown, Toledo, O., own request.
George Atkins, Philadelphia, Pa., own request.
Charles Heald, Philadelphia, Pa., clause (b).
W. Quinon, Keneo, N. H., clause (f).
R. B. Gregory, West Norwalk, Conn., clause (f).
Ed McKee, Greenville, O., clause (b).
Charles Lewis, Mansfield, O., clause (b).
Frank Butler, Boston, Mass., clause (b).
H. H. Brower, Washington, D. C., clause (b).
Walter E. Dickerson, Palmyra, N. Y., clause (b).
W. H. Bix, Saratoga Springs, N. Y., own request.
J. M. Anthony, Saratoga Springs, N. Y., own request.

W. F. Hanks, Saratoga Springs, N. Y., own request.
George Sarnburn, Jr., Fontana, La., clause (a).
John Bridges, Fondra, La., clause (a).
Will Paulson, Alta, Ia., clause (a).
W. Kuehens, William Ormuelier, O. J. O'Brien, Marion Stevens, M. J. Williams, Mike Cullinane, M. C. Donoghue, T. J. Lenke, J. M. Sheehan, E. C. Graham, H. A. Mengels, J. M. Thornton, Fred Eichman, H. C. Jones, Thomas Murphy, H. F. Stevens, all of St. Louis, Mo., clause (b).

Byrd Moore, Fort Dodge, Ia., clause (b).
George T. Huebner, Fort Dodge, Ia., clause (b).
George D. Grant, Detroit, Mich., clause (b).
C. C. Denman, Omaha, Neb., clause (b).
A. E. Pross, Omaha, Neb., clause (b).
J. L. H. Holton, Omaha, Neb., clause (b).
P. P. Culley, Omaha, Neb., clause (b).
M. Griffith, Lincoln, Neb., clause (b).
T. W. Underwood, Chapin, Ia., clause (b).
H. R. Dean, Waverly, Ia., clause (b).
F. H. Streeter, Cedar Rapids, Ia., clause (b).
S. H. Page, Waverly, Ia., clause (b).
William H. Williamson, Niagara Falls, N. Y., clause (d).

Lowell Howard, Grand Rapids, Mich., clause (f).
Will O'Neil, Warren, Ind., clause (a).
Fred T. Bailey, Jr., Nashville, Tenn., clause (d).
W. C. Elliott, Oakton, Wis., clause (b).
O. F. Rohmer, Chicago, Ill., own request.
—Bumkin, Atkinson, Ill., clause (b).
Fay Hunter, Atkinson, Ill., clause (b).
George Johnson, Atkinson, Ill., clause (b).
William Sears, Atkinson, Ill., clause (b).
Walter Kline, Geneseo, Ill., clause (b).
J. Boyd Anderson, Nanticoke, Pa.
P. P. Jackson, Nanticoke, Pa.
George C. Stratton, Washington, D. C., clause (b).
W. T. Woodward, Washington, D. C., clause (b).
H. F. Palmer, Milwaukee, Wis., clause (b).
Lewis Harris, Nashville, Tenn., clause (b).
Ben Pepperman, Montgomery, Ala., clause (f).
R. S. Smith, Brighton, Mass., clause (g).
C. M. Bunting, Darby, Pa., clause (g).
Arthur Boone, Darby, Pa., clause (b).
J. J. Miller, Darby, Pa., clause (b).
Guy Stapleton, Beville, Tex., clause (f).
Charles Cunningham, Beville, Tex., clause (f).
M. H. Haskell, Beville, Tex., clause (f).
Ben Smith, Beville, Tex., clause (f).

Suspended.

For competing in unannounced races, George W. Trury, Winchendon, Mass., thirty days from Aug. 24.
For competing in unannounced races, James Boyd, Wye Harris, George Murray, Elmer Kelly, Lon Boyd, Pepparsaid, Daniel Coyne, Frank Acker, Minneapolis, Minn.; Fred Ward Smith, Frank Smith, Dan Armstedt,

St. Paul, Minn.; William Lawson, Cambridge, Ill.; Frank W. Smith, Sharon, Ill., are suspended for ninety days from Aug. 26.

For competing in unannounced races, Will Paulson, Alta, Ia., are suspended for sixty days from Aug. 26.

For competing in unannounced races, George Sarnburn, Jr., John Bridges, Fondra, La., are suspended for thirty days from Aug. 26.
For competing in unannounced races, — Terry, Lemote, Mo.; John Bertram, Will H. Reynolds, Sedalia, Mo., are suspended for thirty days from Aug. 22.

For false entry, Alvah L. Mowry, Alton E. Stevens, Providence, R. I.; William Knott, Pawtucket, R. I., are suspended for thirty days from Aug. 25.
For competing in unannounced races, after warning, following are permanently suspended from all track racing: W. Kuehens, William Ormuelier, O. J. O'Brien, Marion Stevens, M. J. Williams, Mike Cullinane, M. C. Donoghue, T. J. Lenke, J. M. Sheehan, E. C. Graham, H. A. Mengels, J. M. Thornton, Fred Eichman, H. C. Jones, Thomas Murphy, M. F. Stevens, all of St. Louis, Mo.
For competing in unannounced races, Willard Townsend, Ernst Giddings, Richmond Hoyt, — Berry, — Small, Danbury, Conn., are suspended for thirty days from Aug. 28.

For competing in unannounced races after warning, Charles Taltman, A. K. Wheeler, Harry Wheeler, George M. McKay, Dr. James Mills, H. D. Murdoch, William Mason, Jacksonville, Fla.; Fred Burgess, Fred K. B. Acker, Evansville, Wis., are suspended for sixty days from Aug. 28.

For competing in unannounced races, Henry Motel, Clymont, Wis., is suspended for thirty days from Aug. 29.

For false entry, Guy R. Lee, Deperre, Wis., suspended for thirty days from Aug. 29.

For entering races in which he was not entitled, Earl Berge, Binghamton, N. Y., suspended for sixty days from Aug. 29.

Suspensions Removed.

Victor Eckberg, Worcester, Mass.
M. A. Conlin, Millford, Mass.
N. L. Gowell, Weston, Mass.
Charles H. Drury, Winchendon, Mass.
George W. Drury, Winchendon, Mass.
Charles H. Brown, Alton, Mass.
Herbert L. Snell, Brockton, Mass.
W. C. McCreedy, North Adams, Mass.
J. E. Jolton, Omaha, Neb.
H. C. Gaffke, Omaha, Neb.
Jack Cully, Omaha, Neb.
T. White, Omaha, Neb.
G. A. Holton, Omaha, Neb.
Isaac Charleton, Philadelphia, Pa.
C. J. Lewis, Northampton, Mass.

Suspensions Reduced.

Robert M. Rath, Dodge City, Kan., to expire Sept. 1.
L. R. Lefferson, Ocean Grove, N. J., to expire Sept. 5.
Sportman's Park and Club, St. Louis, Mo., has been placed upon the list of those to whom the sanction privilege is denied.

Sanctions Granted.

Sept. 23, 24—Barry Co. Agri. Society, Hastings, Minn.
11—Hillsboro Co. Fair and Driv. P. Ass'n (Hillsboro, Ill.)
Sept. 14, 15, 16—Goodhue Co. Agri. Soc., Zumbrota, Minn.
Sept. 16—Merchants' Club, Alton, Ill.
Sept. 16—Omaha Wheel Club, Omaha, Neb.
Sept. 16—Kankakee Fair Ass'n, Kankakee, Ill.
Sept. 16—J. T. Burns, Leominster, Mass.
Sept. 17—Elkhorn Park and Cycle Ass'n, Elkhorn, Neb.
Sept. 17—Dodge City Wheel Club, Dodge City, Kan.
Sept. 17—Modern Woodmen of America, Chicago, Ill.
Sept. 22, 23, 24—Dryden Ag. Soc., Dryden, N. Y.
Sept. 24—Brookport Ag. Soc., Brookport, N. Y.
Sept. 16, 17—Huron Co. Ag. Soc., Norwalk, O.
Sept. 16, 17, 18—R. J. Casey, Bridgewater, Mass.
Sept. 15—Woodstock Ag. Soc., N. Woodstock, Conn.
Oct. 14—Columbia Co. Agri. Soc., Bloomburg, Pa.
Oct. 24—Carlton Co. Agri. Soc., Leighton, Pa.
Sept. 15, 16—Warren Co. Fair Ass'n, Warren, Pa.
Sept. 16—Electric Wheelmen, Reading, Pa.
Sept. 27—Jas. L. Ives, Arlington, Md.
Sept. 10, 11, 12—Associated Cycling Clubs, Pittsburg, Pa.

NEW YORK STATE DIVISION.

NOMINATIONS.

The following nominations for representatives have been reported to this office by the nominating committees of the various districts of the New York State Division:

First District.

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Max Bernhardt, Foot of E. 10th st., "
P. F. Bruoner, 529 Broadway, "
Herbert S. Brown, University Club, "
H. Curtis, Bank State New York, "
T. T. Eckert, Jr., 815 4th st., "
F. M. Froisher, 346 Broadway, "

G. A. Heaney, Colonial Club, New York City
W. Travers Jerome, 535 W. 14th st., "
Dr. L. C. LeRoy, 6 Lexington ave., "
W. J. McCormick, Evening Post bldg., "
Dr. F. A. Myrick, 100 Lexington ave., "
Dr. R. Ottelgott, 104 W. 61st st., "
Wm. G. Oppenheim, World bldg., "
Dr. Seneca J. Powell, 12 W. 40th st., "
G. C. Penner, 70 Beekman st., "
Will R. Pitman, 76 Canal st., "
Richard Peters, 319 4th ave., "
J. M. Riggs, Cockbaker Ath. Club, "
Dr. M. L. Schell, 38 East 91st st., "
J. F. Roosevelt, 46 W. 11th st., "
T. A. Ransack, 24 Vandewater st., "
A. A. Shanks, 5 E. 10th st., "
James B. Townsend, 106 E. 34th st., "
M. L. Tiller, 105 Broadway, "
J. H. Waldorf, Pier 25 (new) N. River, "
Dr. H. E. Westaby, 55 West 4th st., "
Wm. J. Yates, 472 West 14th st., "
Herbert M. Baldwin, New Brighton, S. I., N. Y.
J. Henry Carpenter, Sing Sing, "
J. F. Clark, Princes Bay, S. "
E. F. Hill, Peekskill, "
G. B. Lockwood, 287 Palisades ave., Yonkers, "

Second District.

L. P. Coleman, 216 Carlton ave., Brooklyn, N. Y.
J. Costello, 806 Butler st., "
G. E. Cochran, 80 Butler st., "
Jas. M. Jule, 62 S. Elliott pl., "
Waldo E. Fuller, 253 Tompkins ave., "
Michael Furst, 38 Berkeley pl., "
Walter M. Meserole, 187 Montague st., "
Dr. Chas. T. Bauer, 324 Fourth st., "
Henry Struengell, "
R. B. Nervens, "
Geo. F. Stebbins, 45 7th ave., "
Andrew Peters, 437 Washington ave., "
Edward H. Walker, 19 S. Oxford st., "
Chas. T. Harbeck, Islip, L. I., N. Y.
G. A. Roulier, Flushing, L. I., "

Third District.

DeWitt C. Becker, Albany, N. Y.
J. C. Henig, "
Edward L. Haight, Schenectady, "
Charles M. Hurlburt, Saratoga, "
Thomas W. Neary, Cohoes, "
R. C. Payne, Hyde Park, "
A. G. Sherry, Troy, "
Geo. H. Whitney, Mechanicville, "

Fourth District.

Will C. Greene, Watertown, N. Y.
Wm. Pierson Judson, Oswego, "
Edward Leonard, Auburn, "
Eugene F. Fugh, 29 Broad st., Utica, "

Fifth District.

Henry W. Bullard, Poughkeepsie, N. Y.
D. S. Barnes, Ithaca, "
Chas. F. Cossam, Poughkeepsie, "
Chas. Higham, Middletown, "
Fred W. Ogden, Binghamton, "

Sixth Division.

Wm. W. Armstrong, Rochester, N. Y.
Walter S. Jenkins, Buffalo, "
J. Stuart Kelley, Buffalo, "
Wm. R. Lansing, Rochester, "
R. Bruce Oliver, Lockport, "
W. H. Owen, Hornellville, "
Geo. T. Shepard, Niagara Falls, "
Edward R. Wilson, Buffalo, "
Thomas J. Welch, Tonawanda, "

The attention of the members of this division is called to the following extract from the division by-laws:—

Article 5, Section 6: "Any twenty-five or more members of this division may certify to the secretary-treasurer in a writing or writings, a candidate for each or any of the offices of chief consul, vice consul and secretary-treasurer, and any ten or more members, resident in an election district, may certify to the secretary-treasurer in like manner a candidate or candidates for representative, not exceeding the number to which such district may be entitled under the constitution, provided that all such nominations must be filed with the secretary-treasurer not later than the tenth day of October."

W. S. BULL, Sec. Treas.
New York, Sept. 2, 1909.

"League Hotels for New York State" should have headed list published last week on page 354.

NEBRASKA DIVISION.

I hereby certify that there has been filed in my office the following nominations for the offices of the Nebraska Division for the year 1910:

D. C. Eldredge, Vice chief consul; J. A. Benson, Omaha, vice consul; Edwin R. Pease, Fremont, secretary-treasurer; D. A. Finch, Grand Island, representative.

W. M. McCall, Sec. Treas.

AUGUST 29, 1909.

MASSACHUSETTS CLUB REPRESENTATIVE.

Viking Cycle Club, No. 736, Boston, Chas. G. Percival.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By Laws.

Boston, September 11, 1896.

Total, 619-66,630.

Over 129,000, ALABAMA, 1-63.

Unattached.

876 Flak, F. B., Montgomery

Over 129,000, ARKANSAS, 2-252.

Mercury Wheel Club.

876 Baker, W. H., Texarkana

Unattached.

7 Collings, S. P., Hot Springs

Over 129,000, COLORADO, 8-732.

Pikes Peak Roadsters.

878 Alexander, De Carr, 24 So. Nevada ave., Colorado Springs

9 Eld, W. F., Grand Junction

Unattached.

880 Ramsey, Paul, box 242, Colorado Springs

1 Coolidge, E. M., 28 E. Dale

2 Strong, Hubert, 27 N. Tejon

3 Frothingham, Alex K., 922 18th st., Denver

4 Chapman, Francis A., 725 Cooper b'ld'g.,

5 Griffiths, Mrs. S. F., 2400 E. Colfax, " "

6 Zimmerman, J. b., 111 E. Main, Trinidad

Over 129,000, CONNECTICUT, 8-1,276.

Rose of N. E. C. C.

887 Harburt, C. K., 23 Pearl, Norwich

Unattached.

888 Bishop, Sidney, 241 Wash. ave., Bridgeport

9 Huber, Otto G., 28 Whiting, New Haven

900 Kingston, R. L., Rockville

1 Maynard, J. E., 33 Talcott ave., Torrington

2 Chapin, N. B., Torrington

3 McCarthy, Richard, Rose Hill Home Co., Waterbury

4 Latham, Edwin B., box 122, Willimantic

Over 129,000, DISTRICT OF COLUMBIA, 4-217.

Unattached.

886 Parsons, Hial K., 1267 Clifton, Washington

6 Dabry, Z. L., 914 12th

7 Miller, Claude E., 1105 14th st., " "

8 Muir, John G., 512 3d, " "

Over 129,000, GEORGIA, 1-70.

Unattached.

890 Payne, W. H., Jr., 24 st., Darien

Over 129,000, ILLINOIS, 20-3,063.

Danville C. C.

900 Knickerbocker, Frank, Danville

Galena C. C.

1 Maxwell, R. L., Galena

2 Petersburg C. C., Petersburg

2 Eastman, Henry F., 220 W. Cherry, Petersburg

Unattached.

3 Ayres, P. E., Ashland

4 Blank, John, Ashland

5 Johnston, H. F., Canton

6 Barber, H. A., Jr., 1318 Wash. b'y'd., Chicago

7 Peabody, James, Rookery, " "

8 Shirley, William M., 133 So. Clinton, " "

9 Johnston, Miss Alice, 210 Potwin, " "

Reynolds, " "

910 Black, Robert, Carrollton

1 Eldred, Edward, " "

2 Edwards, Sam, " "

3 Helme, Clem, " "

4 Sanford, H. C., " "

5 Stone, Clyde, " "

6 Stone, Charles, " "

7 Sanford, J. M., " "

8 Angle, Geo. R., 121 Vermilion, Danville

9 McLean, Dr. F. R., 15 N. Vermilion, " "

920 Harney, E. S., box 139, Henry

1 Hummel, Ed., Havana

2 Atkinson, Dr. Chas. M., box 31, Havana

3 Atkinson, Mrs. Grace, box 31, " "

4 Baehrer, Dr. A. E., box 58, McHenry

5 Wehrenberg, Chas. Jr., box 318, " "

6 Parker, Geo. W., box 207, Mount City

7 Alexander, H. K., Pekin

8 Rohde, James, 533 6th, Peoria

Over 129,000, INDIANA, 1-637.

Posey Co. C.

929 *Kahn, Miss Ella, Mt. Vernon

Over 129,000, IOWA, 5-1,429.

Unattached.

930 Klinick, Frank B., box 68, Adel

1 Flenkinn, H. W., Delmar

2 Goodjohn, F. P., " "

3 Johnson, W. H., Lowell

4 Eisenhart, E. W., Mechanicalville

Over 129,000, KANSAS, 4-730.

T. A. A. W.

935 Sim, M. Frank, 607 Kansas ave., Topeka

6 Anderson, Geo. B., box 126, Newton

7 Munch, V. F., " "

8 Plowman, J. A., box 69 A, Topeka

Over 129,000, LOUISIANA, 8-191.

Crescent City Cyclists.

939 Legends, Joseph A., 201 Dauphin, New Orleans

Unattached.

940 de Armas, Geo., 125 Carondelet, " "

1 Deming, E. W., 227 Hennes b'ld'g., " "

2 Lyons, L. I., lat & St. Charles, " "

3 Lyons, Geo. J., lat & St. Charles, " "

4 Lyons, Miss Eva, lat & St. Charles, " "

5 Titche, Bernard, 5117 Prytanian, " "

6 Vesale, Dr. Henry A., 1305 St. Mary, " "

Over 129,000, MAINE, 4-471.

Unattached.

947 Johnson, E. H., 165 Clark, Portland

8 Peters, Chas. T., 8 Sherman, " "

9 Edgerly, Edwin A., box 233, Saco

960 Mank, M. B., Warren

Over 129,000, MARYLAND, 21-1,119.

Unattached.

951 Hengshausen, Percy C., 2402 E. Balti, Baltimore

2 Patterson, Thos. G., 2103 N. Charles, " "

3 Stewart, Hyland P., 712 Equitable, " "

4 Buddecke, G. D., 520 Cathedral, " "

5 Carr, Charles E. P., 4 W. Baltimore, " "

6 Elmer, Charles, 1701 Lafayette ave., " "

7 Elmer, Walter P., 1701 Lafayette ave., " "

8 Lewis, W. A., Ball's Traction Co., " "

9 Howie, F. A., 206 N. Culvert, " "

960 Larrmann, Chas. A., 2010 Mt. Royal, " "

1 Munroe, Edward K., 2206 N. Charles, " "

2 McKimney, Chas. W., 1723 Harlem ave., " "

3 Hunge, Albert, 627 W. Balti, " "

4 H. W., Law Building, " "

5 Speed, W. S., 506 Calvert, " "

6 Stillman, W. H., 227 North, " "

7 Van Patten, James L., 416 S. Patterson, " "

8 Carl, ave., " "

8 Whittingham, G. H., 703 Equitable b'ld'g., " "

9 Peeron, Frank F., Sparrows Point

97 Lane, Andrew, 48 E. at., " "

1 Yeastadt, Geo., " "

Over 129,000, MASSACHUSETTS, 78-

9,204.

Boston C. C. W.

972 Walsh, Jas. A., 540 Mass. ave., Boston

3 Clark, Louis M., 70 Equitable b'ld'g., Conn. Valley W.

4 Huston, Dana, 36 Amherst st., Springfield

5 Van De Linda, H., 50 Church, Hampden C. W.

6 Shea, Jere F., 511 Northampton st., " "

7 Brock, Martin H., 391 Main, Springfield B. C.

8 Scarle, E. H., 3 Federal st., " "

9 Van Norman, Geo. H., 50 Northampton, " "

980 Randall, A. W., box 1585, " "

Unattached.

1 Monte, Frederick R., 165 Everett, Allston

2 Goldblatt, Fred H., box 23, Avon

3 Williams, E. F., Barre

4 Beach, Nellie M., 108 Arch, Boston

5 Curtis, Alice Marian, 506 Beacon, " "

6 Jackson, H. F., 45 Sherman, " "

7 *Hatch, Miss Sadie H., 13 Elliot st., " "

8 Taft, Walton C., 66 State, " "

9 Whittemore, Wm. F., 1 Somerset, " "

900 *Putnam, Miss S. G., 277 Dartmouth, " "

1 *Hatch, Mrs. J. R., 616 Mass. ave., " "

2 Phillips, Harry F., 8 Dalton st., " "

3 Robertson, Richard H., 25 Bowdoin, " "

4 Newman, I. F., 362 Washington st., " "

5 Fuller, G. Norton, 15 Sparhawk, " "

6 Wheeler, H. N., 55 Garden, Cambridge

7 Hamay, T. Frank, 201 Main, Charlestown

8 *Hatch, Mrs. J. R., 616 Mass. ave., " "

9 Crandon, Edwin S., 43 John st., " "

Over 130,000.

900 Strahan, John, 41 John at., Danvers

1 Scamper, Geo. H., box 42, " "

2 Walker, Cliff E., 41 Walnut Hill, Dedm.

3 Torsay, J. Myron, box 151, E. Temple, " "

4 Dixon, John, 325 Whipple, Fall R.

5 Le Vilre, W. H., box 50, " "

6 Chase, I., Frank, 15 Wash., " "

7 Chase, Herbert A., 15 Wash., " "

8 Jewell, Thomas, 6 Cedar, " "

9 Seiden, John, care Nat'l Bank Book Co., Holyoke

910 *Parker, Chester, " "

1 Smith, Aug. R., West Park, " "

2 Osmond, Albert E., 809 Gorham, " "

3 Smith, C. F., 270 Sayles st., " "

4 Love, Charles J., 11 Sumner, " "

5 Halford, A. H., " "

6 Wood, Herbert M., 56 Newton, " "

7 Dexter, Chas. T., " "

8 Timbush, Chas. H., Mattapa-

9 Hathaway, Edward, Village at., Marlboro

920 Pike, William A., Ellsworth & Boel, " "

1 Delancey, Judson S., 118 1 st., So. Boston

2 Smith, S. S., 51 Mt. at., " "

3 Delaney, Thomas, box 500, " "

4 Leach, Henry R., 23 Winter, " "

5 Smith, Perry C., 25 March, " "

6 Saunders, Chas. A., 10 Granite, Somerville

7 Archbold, G. H., 14 Tyler at., " "

8 Barth, Emil, 104 Taylor at., " "

9 Bodie, H. C., 62 B. Vermont, " "

930 Battalla, L. H., 76 Byers at., " "

1 Denison, Geo. A., 45 Avon pl., " "

2 Treece, F. W., 13 Harvard at., " "

3 *Bird, E. F., Masonic b'ld'g., " "

4 Hatch, W. W., 25 Wason ave., " "

5 Hirth, Dr. Clark, 229 Central, " "

6 Howard, Augustus A., 53 Oak, " "

7 Larnum, Thos. J., 188 E. Liberty st., " "

8 Platt, Sam L., " "

9 Plummer, J. L., care Union Co., " "

940 Hanney, W. E., 67 Oak, " "

1 Vining, C. H., 165 Pine, " "

2 Gates, Walter L., box 24, " "

3 Wilcox, Henry L., Van Nuys

4 Johnson, John W., Trappe road, W. Methu

5 Phenolator, E. C., " "

6 Estabrook, Clarence W. (P. O. Wolfboro, N. H.), W. New

7 Hanney, W. E., 67 Oak, W. New

8 Stone, Arthur L., 219 Sumner, W. New

9 Scott, John C., 9 Lake, " "

Over 130,000, MICHIGAN, 14-883.

Detroit Wheelmen.

960 Allen, A. E. D., 719 Woodward, Detroit

1 *Hatch, Mrs. J. R., 616 Mass. ave., " "

2 Karyl, H. S., 298 Woodard ave., " "

3 Harty, Harry, 40 S. Ingalls, Ann Arbor

4 Buckley, Henry, 109 Lafayette ave., " "

5 Dorney, J. S., 320 Hammond b'ld'g., " "

6 Truske, Walter, 254 4th, " "

7 Medary, Henry H., 545 Cass ave., " "

8 Shibley, Mrs. F. T., Bank Chambers, " "

900 *Fisher, Mrs. M. A., " "

1 *Kenyon, Mrs. G. O., 27 Shibley st., " "

2 Waterman, C. D., 92 Griswold, " "

3 Spencer, L. M., " "

Over 130,000, MINNESOTA, 2-433.

L. A. W. C. C.

964 Besette, Oscar W., 328 Central ave., Minneapolis

5 Villa, Samuel, 400 Union st., S. E., " "

Unattached.

6 Day, L. R., West Hotel, " "

Over 130,000, MISSOURI, 17-2,086.

Cracka-Jack C. C.

97 Campbell, M. P., " "

8 Person, Arthur, " "

9 Johnson, V. L., " "

Kansas City C. C.
 070 DeVant, M. H., 1116 Walnut, Kansas City
 Century Road Club.
 1 Coke, Harry, 6247 Page ave., St. Louis
 2 Pratt, Sylvester, 3523 Lindell ave.,
 Kenneth C. C.
 3 Niskamp, Wm. L., 4187 N. Grand ave.,
 Mercury Wheel Club.
 4 Haberman, F. W., 692 Olive,
 Towar, C.
 5 Smith, Walter L., 4217 Dekoto ave.,
 6 Yarker, Lee, 3720 Garfield ave.,
 Unattached.
 7 Gordon, Chas. M., California
 8 Whitman, R. R., 622 Wyandotte,
 Kansas City
 9 Ganger, L. F., 1313 Montgomery, St. Louis
 100 Hardier, Chas. N., 1808 R. Compton ave.,
 1 Jefferson, G. W., 512 North 3d.,
 2 Livingston, Sam G., 1225 Victor,
 3 Sprague, C. C., 718 Olive,

Over 130,000, MONTANA, 3-73.

Electric City C. C.
 064 Perkins, Geo. S., 223 12th, Great Falls
 Unattached.
 5 Fleming, A. L., 223 12th,
 6 Gorkettetter, J. A.,

Over 130,000, NEBRASKA, 3-302.

Omaha Wheel Club.
 087 Fore, W. J., 2219 Dodge, Omaha
 Union Pk-W.C.
 8 Dewar, James K., U. P. Headquarters,
 9 Fries, Edw. L., 2026 California,

Over 130,000, NEW HAMPSHIRE, 2-350.

Unattached.
 090 "Barlingams, Mrs. W. B., Linden st.,
 Exeter
 1 Glassey, John A., Pittsfield

Over 130,000, NEW JERSEY, 22-4,200.

Y. M. C. A. C. C.
 062 Etchella, Harold, 14 Rose, Paterson
 Unattached.
 3 Dallas, Alexander, 22 East 23d, Bayonne
 4 Honner, Chas. H., Beverly
 5 Parson, Chas. S.,
 6 Sinton, J. L.,
 7 Deputy, Walter, 511 Linden, Camden
 8 Beadle, Edward, box 106, Cranford
 9 Jackson, H. M.,
 100 Swackhamer, F. R., Walnut ave.,
 1 Harding, Elmer J., box 7, Linwood
 2 "Hopkins, Caroline L., 30 Elm, Morristown
 3 Gifford, H. H., 10 East Park, Newark
 4 Hard, Chas. G., Prudential b'd'g, room 925,
 5 Hill, Chas. E., 118 M. Pleasant ave.,
 6 Kinsey, John S., 20 Pim,
 7 Robinson, Chas. G., 251 South 7th,
 8 Thillard, Henry W., 253 Russell ave.,
 9 Neilson, John G., 502 George, New Brunswick
 110 "De Mille, Mrs. Henry C., Pompton
 1 Mascher, Wm., 16 New York,
 2 Dunagan, Jesse, 906 E. State, Trenton
 3 Fritz, Joseph A., 28 S. Warren,

Over 130,000, NEW YORK, 150-18,345.

Albany C. Wheelmen.
 114 Smith, Albin H., 161 Lancaster, Albany
 Olympic C. C.
 5 Malkin, Charles E., 179 Cooper, Brooklyn
 6 "McManna, Miss M., 710 Degraw,
 7 Nevin, Patrick, 15 5th ave.,
 8 Talley, Harry, 292 Baltic st.,
 Holley Bk Club,
 9 Cowles, H. H., Holley
 120 She-Roid, G. R., box 551, Actors Society C. C.
 1 "Lack, Miss Madeline, 448 West 20th,
 New York
 2 Kapsenheid, N. J., 118 Nassau,
 12th Regiment C. C.
 3 Harriman, Fred K., 112 East 35th,
 Brookland C. Wheelmen.
 4 Rayfield, Harry P., Nyack
 Van Cortlandt Wheelmen.
 5 Chase, Willis H., Peekskill
 6 Mason, Dr. Perley H.,
 1 Richmond Co. Wheelmen.
 7 Britton, Richard H., New Dorp
 8 Watson, A. H.,
 9 Cortelyou, S.,
 130 Hahn, Theodore, box 43, Tompkinsville
 Reensselaer County Wheelmen.
 1 Sherman, William R., 250 River, Troy
 Unattached.

2 Hargre, E. S., 102 Chestnut, Albany
 3 Hargre, E. S., 102 Chestnut, Albany
 4 Webster, John H., 130 Second,
 5 Gulden, Charles, Bay Shore
 6 Vance, H. S., care Hull, Grammond &
 Birmingham
 7 Kilien, Dr. J., 76 Front,
 8 Conkling, W. R., box 143, Brookport
 9 Park, W. A. (P. O. Atlanta Dental
 10 Collett, Atlanta, G.
 140 Cook, William G., 461 Wash. ave., Brooklyn
 1 Campbell, Edwin, 39 Flatbush ave.,
 2 Ferguson, Elliott, 142 Eldridge,
 3 Wm. H., 450 Warren, S. 8 North,
 4 "Hudson, Frances, 1469 Fulton,
 5 Hyams, Harry, 101 Cort st.,
 6 Lewis, Herbert, 60 Schermerhorn,
 7 Lawrence, Sidney, 37 Douglas,
 8 Steinway, Otto, 187 Pearl,
 9 Straub, Geo. C., 809 Willoughby ave.,
 150 Walton, Otto, 249 State,
 1 Hann, A. M., 202 Penn.
 2 Seeger, Charles A., 199 52d,
 3 Williamson, E. G., 428 1/2 Clinton,
 4 Barker, Herbert J., 570 Jefferson ave.,
 5 Hubsh, J. M., Great Parkway N.,
 6 Cole, Thomas H., 562 Hancock,
 7 Carlson, C. A., 5 Spencer court,
 8 "Carpenter, Miss Mary, 605 Van Buren,
 9 Donahy, Geo. J., Ocean Parkway,
 100 Day, Martin H., 243 Marcy ave.,
 1 Duerdien, Lawrence L., 536 Leonard,
 2 Kennedy, W. H., 479 3d st.,
 3 Mahall, Henry M., 207 Broadway,
 4 Nerrie, Robert A., 465 Van Buren,
 5 Platte, Charles E., 884 Hancock,
 6 Rigelman, Fred K., 172 South 3d,
 7 "Stout, Mary E., 542 Third st.,
 8 "Stout, Cora E., 562 Third st.,
 9 Vought, I. S., 71 Monroe st.,
 170 Williams, Edward G., 141 St. Marks ave.,
 1 "Williams, Mrs. E. G., 141 St. Marks ave.,
 2 "Williams, Miss Eleanor M., 141 St. Marks ave.,
 3 "Williams, Jno. O., 284 Gates ave.,
 4 "Williams, Mrs. J. O., 284 Gates ave.,
 5 Gregg, Chas. G., 290 54th st.,
 6 Hamilton, Howard A., Erie & Terrace,
 Buffalo
 7 McLeod, John, 46 Niagara,
 8 Nager, G. H., 496 Winslow ave.,
 9 Perkins, E. N., 174 Morgan,
 180 Sheldon, Burr, 35 Gold,
 1 Drake, M. M., Jr., 346 Lafayette ave.,
 2 "Hess, J. C., 195 Ashland ave.,
 3 Van Gordon, F. E.,
 4 Tomsall, John, box 500, Canastota
 5 Merwin, Herbert H., Anderson ave.,
 E. Oneodaga
 6 McCormack, Wm., box 81, Glen Cove
 7 Knight, W. L., Haverstraw
 8 Wandler, W. W.,
 9 Hayward, Harold S., "The Den,"
 Larchmont
 190 Pound, John E., 345 High, Lockport
 1 "Fann, Mrs. L. A., Lynbrook
 2 Herlyn, Wm. T., Mamaroneck
 3 "Hulse, Miss Gertrude, 57 W. Main, Middletown
 4 McKnight, C. B., State Hospital,
 5 "Nelson, W. B.,
 6 Anthony, L. R., 16 West 61st, New York
 7 Bascom, Geo. J., 109 Lexington ave.,
 8 "Cose, Chas. B., 138 Madison ave.,
 9 "Cose, Chas. B., 138 Madison ave.,
 200 Humpert, Hugo, 136 East 40th,
 1 Hulse, H. R., 130 Stanton,
 2 Floyd Jones, Arthur, 25 West 36th,
 3 "Kitt, Joseph, 654 East 40th,
 4 "Kip, Mrs. Florence, 344 West 33d,
 5 "Kuchor, Josef, 540 Greenwich,
 6 Schois, J. F., 126 East 40th,
 7 "Schrad, Chas. E., 110 West 25th,
 8 Ward, W. E., 133 Greenwich,
 9 Magee, James, 42 Greene,
 210 "Perry, Mrs. Bertrand Q., 311 Madison
 1 Williams, Ernst A. W., M. D., 558 East 141st,
 2 Burns, Chas. C., box 2125,
 3 Reed, Edward C., 111 East 100th,
 4 Dyer, Thomas, 42 Dombick,
 5 "Ferrengott, P. A., 17 Vandewater,
 6 "Ferrengott, Mrs. P. A., 17 Vandewater,
 7 Fink, Geo. F., 41th Nat'l Bank,
 8 Goldberg, Meyer, 7 Division,
 9 "Hoffer, Hing F., 164 St. Nicholas ave.,
 220 Hing, Wm., 83 Penn.,
 1 Law, A. W., box 88,
 2 "Louis, Mrs. A. L., 130 East 45th,
 3 "Lustig, Mrs. M. H., 305 Columbus
 4 Lawson, Carl J., 518 East 12th,
 5 Moore, A. D., 621 Broadway,
 6 Meyer, Henry L., 80 Green,
 7 Miller, Dr. E. A., 242 East 90th,

8 O'Neill, Bernard J., 867 Park ave.,
 9 Oehler, Edward C., 116 St. Marks pl.,
 230 Pfeiffer, John Martin, 42 West 100th,
 1 Roth, E., 43 Ninth ave.,
 2 Rosenberg, W. Jr., 220 West 15th,
 3 "Rozal, Eugene S., 283 Madison ave.,
 4 Heardon, John J., 101 East 10th,
 5 Searle, Edward, Bank of Metropolis,
 6 Schaus, A. J., 210 Elizabeth,
 7 "Shaffer, F. L., 140 West 10th,
 8 Vanderpool, Waldron B., M. D., 106 East 24th,
 9 Westcott, N. S., M. D., 156 West 12th,
 240 Hing, Wm., 113 St. Marks,
 1 Burns, E. Z. E. M., 824 Ashland ave.,
 Niagara Falls
 2 Cornwall, Matthew P., Patterson
 3 Morris, Wm. T., 24 box 1422, Penn Yan
 4 Parke, J. S., Lient Co. C.,
 5 Chester, Thomas, Hoch Sav. Bank,
 Rochester
 6 Morris, Wm. H., Jr., 34 Charlott St.,
 7 Jewett, David B., 70 S. Clinton,
 8 "Kent, Miss Martha, 15 Fourth ave.,
 9 "Loosey, Geo. R., 35 Brunswick,
 250 Palmer, A. M., 37 Austin,
 1 Denton, E. C., 28 Elwood b'd'g,
 2 "Young, Mrs. Arthur R., 87 Linden,
 3 Brink, H. F., box 65, Round Lake
 4 Brown, J. C., 8 North, Saraga
 5 Leggett, Willis H., 65 White,
 6 Foke, John M., 55 Van Dam,
 Saratoga Springs
 7 Fuller, George, Schenley
 8 Gillick, John, 1402 W. Oneodaga, Syracuse
 9 Fly, Henry B., Brooklands Park, Tarrytown
 260 "De Hamel, Rev. Wm., Hart ave.,
 W. New Brighton
 1 Palmier, Chas. E., 33 Keyes ave.,
 Watertown
 2 Kegrell, Jas. J., box 11, Woodhaven
 3 Field, C. de P., Yorktown

Over 130,000, NORTH CALIFORNIA, 7-1,624.

San Rafael Cyclers.
 264 Thomson, H. J., box 922, San Rafael
 San City Cyclers.
 5 Rennie, Allan C., Beach Hill, Santa Cruz
 Unattached.
 6 Walton, Jesse, 1725 Park st., Alameda
 7 Bell, Henry R., M. D., 3006 19th st.,
 San Francisco
 8 Mann, H. R., 324 California,
 9 Raddington, J. R., 523 Market,
 270 Raddington, Mrs. J. B., 523 Market,

Over 130,000, NORTH CAROLINA, 1-50.

Unattached.
 271 Reall, Wm. P. M. D., 404 Asheville, Greensboro

Over 130,000, OHIO, 8-2,257.

Alliance B. C.
 272 Ramsey, Willis H., 513 S. Arch ave., Alliance
 3 Morgan, W. H., Liberty & Oxford, Steubenville
 4 Urquhart, Paul J., box 4, Stenbenville
 5 "Unattached.
 6 Ballard, E. M., 133 Saunders st., Cincinnati
 7 Hickenlooper, Andrew, 838 Dayton st.,
 8 Poland, Laurence, 514 E. 4 st.,
 9 "Hinsdel, Mrs. Fred, 4 Long, Cleveland
 9 Gardner, Rev. C. A., 137 Wisconsin st., Toledo

PENNSYLVANIA, 150-0,556.

Mercury W.
 280 Leary, Dan, 844 Hamilton, Allentown
 Ambler W.
 1 Buchanan, Jno. S., Ambler
 2 Mattison, Dr. Richard V.,
 3 McAdoo, Walter C., 110 W. Johnson st., Germantown
 Logan Wheelmen.
 4 Harkins, J. R., Brant House, Altoona,
 5 Berwick, J. Well, Ann st.,
 6 Evans, C. C., 21 st., Berwick
 7 "Clearfield B. C.,
 8 Shirk, Lynn,
 9 "Hearsh, Geo. H.,
 8 Powell, J. F.,
 1 Homestead C.
 9 Barley, F. M., box 404,
 290 Denali, J. Well, Ann st.,
 1 Mitchell, Allen, 3 ave.,
 2 Milliken, John F., 610 Ann st.,
 3 Werling, Chas. box 19,
 4 Stritt, Thos. box 262,
 Hazelwood Bk.
 5 Shearer, Wm., 54 Alameda st., Glenwood
 6 Schofield, Sylvester, Glenwood ave.,
 Hazelwood

7 Weir, Walter S., 2219 Second ave., Pittsburg	5 Klages, Geo., 719 Market, " "	450 Helmer, I. J., Washington	
8 Moonongheila B. C., Pittsburg	6 Kopp, Henry L., 1444 N. 19th st., " "	1 Arnold, Milton H., Centerville, Warwick	
9 Smothers, H. E., Moonongheila House, Pittsburg	7 Mattison, Edna B., 901 S. 21st st., " "	2 Sinsott, Thos. F., Main, " "	
10 Black Diamond, Old Forge	8 McInerney, Wm. H., 920 S. 20th st., " "	Over 130,000, SOUTH CAROLINA.	
300 McDonald, P. F., 110 S. Main, Pittston	9 McInerney, Chas., 3510 Spring Garden, " "	8-410.	
1 Kappeler, Chas. J., 1807 Jane st., Pittsburg	380 Mason, Geo. W., 3217 Spencer, " "	San Diego W.	
2 Johnson, W. J., Main st., Uniontown	4 "Nevill, Mrs. Sallie M., 2873 Lee st., " "	453 Nolan, Geo. N., Jr., 1519 D. st., San Diego	
3 "Charlton, Wm. C., 452 South ave., Wilkinsburg	5 "Picketing, Chas. W., Jr., 1011 Arch st., " "	4 Roberts, A. T., Fifth st., near D., Unattached.	
4 Yagel, Andrew, 461 E. Jefferson st., Williamsport	6 "Print, Thos. J., 559 S. 5th st., " "	5 Conaway, O. H., Gen. Delivery, Los Angeles 6 Zehring, Frank P., 453 S. Hope st., " "	
5 Fertig, Joseph, 404 Washington ave., Allegheny	7 "Parvin, Jas. P., 2847 N. Front, " "	7 Brennan, Jas. M., box 22, Norwalk	
6 Fertig, Frank J., 404 Washington ave., " "	8 "Sexton, Hamilton D., 538 N. 19th st., " "	8 Frasse, J. F., San Diego	
7 Hermansdorfer, Guslie, 64 James st., " "	9 "Steln, W. C., 1302 Columbia ave., " "	9 McKay, Dr. Windfield W., box 815, " "	
8 Keegay, J. J., 101 Teggart st., " "	10 "Strouse, Thos. B., 3128 Columbia ave., " "	460 Nichols, N. D., " "	
9 Laurence, E. A., Arch st., " "	380 Whitlind, John G., 2219 Green st., " "	Over 130,000, SOUTH CAROLINA.	
10 Lowenberger, L. C., 206 Locust, " "	1 Woodman, Edward, 44 N. 38th st., " "	5-39.	
1 Salina, Chas. A., 553 E. Ohio st., " "	2 "Wright, Mrs. J. H., 2416 Nicholas st., " "	Unattached.	
2 Helser, L. A., 51 Federal st., " "	3 Martin, J. Virgil, 1230 S. Broad st., " "	461 Ball, J. Alwyn, S. Atlantic Wharf, Charleston	
3 Nall, Jos. A., 216 Irwin ave., " "	4 "Amerson, Sam'l S., 1009 Bluff st., Pittsburg	5 "Foster, Jno. M., 61 Truitt st., " "	
4 Taylor, Thos. H., 44 Washington ave., " "	5 Stone, Edwin G., 105 Walter ave., " "	6 "Mugard, A. C., 6 Mill st., " "	
5 Crawford, Lerol, M. D., 238 Jackson st., " "	6 "Valentine, Abram S., 906 Carnegie bldg., " "	7 Walker, Jos. P., 247 King st., " "	
6 Frantz, Geo. D., 622 Walnut, Allentown	8 "Wm. L., 543 Wood st., " "	8 Welch, H. P., 4 Lamboll st., " "	
7 Pettit, B. C., 1215 Turner, " "	9 "Bailey, E. M., 3922 Liberty, " "	Over 130,000, TENNESSEE, 10-374.	
8 Helfrich, H. M., 2519 W. Chestnut ave., Altoona	400 Cals, Wm. H., 6310 Merchand st., " "	Unattached.	
9 Corman, R. H., Avon	1 "Coyle, R. J., Jr., 4th ave. & Grant st., " "	466 Macree, J. M., Franklin, Clarksville	
320 Addisonbrook, I. W. D., 1218 Talbot st., Bradock	2 "Dalla, W. L., 4122 Butler st., " "	7 "Monford, Mrs. E. S., " "	
1 Allen, A. P., Bakertown	3 "Finney, J. J., 304 Tradesman bldg., " "	8 "Kerr, Miss Mary W., " "	
2 Davis, Chas. B., box 190, Beaumont	4 "Gearing, J. J., Malone st., " "	9 Clark, Lewis R., " "	
3 Thompson, Albert A., Radcliffe st., Bristol	5 "Robb, Lawrence E., Stand 118 Dia- mond M't., " "	470 Frank, A. H., 15-17 Union st., Memphis	
4 Tetter, Harry H., Main, Catawissa	6 "Hamilton, Roe S., 5725 Kentucky ave., " "	1 "Ausp, John J., Court House, " "	
5 Davidson, J. S., Emsworth	7 "Irwin, Frank O., 52 Olympia st., " "	2 Harris, A. J., Court House, " "	
6 Walling, Hon. E. A., 407 Chestnut, Erie	8 "Laughlin, Harry M., Penn & Martland ave., " "	3 Reggio, John J., Court House, " "	
7 Watts, S. C., Clearfield	9 "Mendenhall, L. W., 5730 Walnut st., " "	4 "Hoselam, M., 332 Main, " "	
8 Allen, J. J., Flint	410 "McClacken, Nellie, 49 Myler st., " "	5 Schneider, E. D., 234 Main, " "	
9 Randall, Geo. R., Frankford	1 "Negley, A. J., 305 N. Negley ave., " "	Over 130,000, TEXAS, 2-356.	
330 Gadd, D. L., 5148 Wayne ave., Germaniowa McCombs, Eugene, 308 Truitt st., " "	2 "Peers, Harry P., Penn & 9th st., " "	Galveston C. C., Galveston	
5 Hayward, Harry E., 627 Chestnut, " "	3 "Piet, Geo., Stand 90 Diamond M't., " "	476 Selschneider, J., Unattached.	
6 Stoevar, W. B., 107 W. School lane, " "	4 "Robb, Lawrence E., Stand 118 Dia- mond M't., " "	7 Doran, Charles, 2728 Market, Galveston	
7 "Secrey, Mrs. Louis M., 5612 Hancock st., " "	5 Simons, R. P., 1614 Clark, " "	Over 130,000, UTAH, 2-148.	
8 Davis, Frances W., Wissahickon ave., " "	6 "Wilson, W. J., 23 Shiloh st., " "	478 "Clark, Henrietta, The Manitow, Salt Lake City	
9 Brown, S. P., 134 N. Main, Greensburg	7 "Hags, E. V., 94 Hazlewood ave., " "	9 Nye, Geo. L., Commercial b'k., Salt Lake City	
7 Hayne, W. W., 330 Walnut, Harrisburg	8 "Berger, E. C., 100 44th st., " "	Over 130,000, VERMONT, 1-114.	
8 Taylor, Jos. W., Haverford	9 "Flasher, Henry W., care Standard U. Cable Co., " "	Unattached.	
9 Becraft, W. L., Johnsburg	420 Dunsbarre, Geo. B., 7223 McPherson " "	480 Eaton, Fred Albert, Unattached.	
340 Barr, James, Janesville	1 "Byrce, F. O., 3422 Forbes st., Pottstown	Over 130,000, VIRGINIA, 2-130.	
1 Dewart, Wm. E., 172 N. Queen, Lancaster	2 "Krugod, Elmer E., Ridgway	481 "Randolph, Miss Agnes, 101 High, Charlottesville	
2 Rathfon, H. L., 758 Marietta ave., " "	3 "Booth, W. M., box 485, " "	2 Graham, Jno. J., Beechwood pl., Norfolk Charlottesville	
3 Wiley, J. C., Munhall	4 "Gregory, Alva H., " "	Over 130,000, WEST VIRGINIA, 1-187.	
4 Schwab, Jos. M., Munhall	5 "Gregory, H. K., " "	Unattached.	
5 Wilson, C. L., Carnegie Steel Co., " "	6 "Ogston, LeRoy, 4515 Springfield ave., W. Philadelphia	483 Minsker, H. L., Charlottesville	
6 Douglass, J. D., 815 Walnut st., McKeesport	7 "Robinson, Mrs. A. C., Sewickley	Over 130,000, WISCONSIN, 10-1,618.	
7 Kreeger, M. L., box 224, Millersburg	8 "Robinson, A. C., " "	Calumet C. W., Milwaukee	
8 Bowden, Harvey Haines, box 248, Oxford	9 "Childs, Alex, 3531 Knoss st., Tacony	484 Miller, John P., 254 W. Water st., Milwaukee	
9 Beck, C. W., 1031 N. 15th st., Philadelphia	430 Harber, G. R., Weatherly	Over 130,000, RHODE ISLAND, 14-974.	
350 "Campbell, Emma M., 1753 N. 15th, " "	1 "Childs, B. W., White Haven	Narragansett B. C., Providence	
1 Jones, Reginald H., 3619 Walnut st., " "	2 "Felt, W. A., " "	439 McQuade, Samuel L., 1 Fayette st., Providence	
2 Johnson, Frank, Wheat St. bldg., " "	3 "Cuthbert, S. B., 1141 Franklin ave., Wilkinsburg	Pawtucket Valley W., Providence	
3 "Kirkbride, Anna L., 1708 Sumner st., " "	4 Hill, John C., 501 Penn ave., " "	440 Potter, Wm. A., Riverpoint	
4 "Kelly, Miss Margaret K., 323 S. 17th st., " "	5 "St. Clair, L. K., 925 Wood st., " "	1 "Potter, Frank F., Unattached.	
5 "Siefert, Theodore F., 2330 N. 18th st., " "	6 "Taylor, Wm., 124 E. Riddle, West Chester	2 "Sinton, Geo. E., 70 Point st., Providence	
6 "Sharpe, Rev. J., Henry, 4006 Pine st., " "	7 "Hooper, Edmund D., E. Gay st., " "	3 "Page, W. E., Phenix	
7 "Smith, Lewis L., 300 Penn Mt. bldg., " "	8 "Geiger, Fred A., 337 Pine st., Williamsport " "	4 "Reynolds, Frank R., 76 Adelaide ave., Providence	
8 "Woodruff, Chas. H., Jr., 904 Spruce st., " "	Over 130,000, RHODE ISLAND, 14-974.	5 "Brown, Henry R., box 248, Riverpoint	
9 "Maurer, F. H., 528 Cherry st., " "	Narragansett B. C., Providence	6 "Jones, Edward W., box 54, " "	
360 "Palme, Thos. A., 1938 S. 24 st., " "	Pawtucket Valley W., Providence	7 "Hermodes, Clymer A., " "	
1 "Gaskill, I. W., 17 N. 7th st., " "	440 Potter, Wm. A., Riverpoint	8 "Smith, Frank G., " "	
2 "Brown, Wm. H., 3510 Harding st., " "	1 "Potter, Frank F., Unattached.	9 "Smith, R. Morton, M. D., " "	
3 "St. John, Miss K., Quintard, 4107 Pine st., " "	2 "Sinton, Geo. E., 70 Point st., Providence	NEW LEAGUE CLUBS.	
4 "Anderson, J. W. Jr., 1409 Ellsworth st., " "	3 "Page, W. E., Phenix	738 Posey County Cycle Club, Mt. Vernon, Ind. 130 Racine Athletic Association, Racine, Wis.	
5 "Burt, Samuel B. S., 1213 Thompson st., " "	4 "Reynolds, Frank R., 76 Adelaide ave., Providence		
6 "Brann, Wm. Jr., 1930 Girard ave., " "	5 "Brown, Henry R., box 248, Riverpoint		
7 "Clarke, J. Henry, 926 N. 12th st., " "	6 "Jones, Edward W., box 54, " "		
8 "Cotter, M. J., 1300 Pine st., " "	7 "Hermodes, Clymer A., " "		
9 "Kimmerich, Louis W., 150 W. Camber- land st., " "	8 "Smith, Frank G., " "		
370 "Gardner, Elliott, 578 N. 4th st., " "	9 "Smith, R. Morton, M. D., " "		
1 "Givins, Chas. J., 3912 Walnut st., " "			
2 "Hamhill, Chas. D., Sub Station 26, " "			
3 "Hatch, Edwin D., 2112 Sedgely ave., " "			
4 "Jacoby, Clarence S., 2025 Market st., " "			

QUERIES AND ANSWERS

ELIZA:—We would advise you to buy a *good* bicycle. If you can get it *cheap*, all right.

"OLEON":—We have copies of index for volume 23 of the L. A. W. BULLETIN, which closed with June. One will be sent for a stamp.

M. K.:—It is too early to speculate regarding the prices of next year's bicycles. Some makers show a disposition to stiffen prices a little next year, and one firm announces a \$150 bicycle for 1897. And on the other hand, there will be cheaper and poorer wheels than ever, no doubt.

LOWREY:—We cannot devote space to publishing routes of only individual interest. The other many thousand readers would n't like it.

LEWIS H.:—A young woman on a tandem may be as much of a lady as she could in a carriage or in church. It is perfectly proper if she wishes it so.

NOVICE:—For the 'steenth time we remark, in meeting a vehicle turn to the right. In passing a vehicle from the rear, go to the left.

GERTRUDE:—No, it is not too late in the season to buy a wheel. The best part of the year for cyclists is before us. And besides your wheel will be good another year.

PATRIARCH:—Sixty is not too old to learn to ride a bicycle. Hundreds of men above that age ride it and enjoy it as much as "the boys" do. Years don't count when one is on the winged steed.

THE L. A. W. will no doubt take part in the contest for International Championships which is to take place in Scotland next year.

IT is astonishing to find so many women, who ought to know much better, still fastening elastic stirrups to their frocks, and slipping their feet through them in riding. The practice is a very dangerous one, and cannot be indulged in without great risk. The elastic constantly catches when dismounting, and is likely to throw the rider. The adjustment of elastics, under any circumstances, calls for great care. A lady the other day put them into the inside of her frock, according to the directions she read in a certain fashion paper, with the result that they promptly wound up in her pedals, and she narrowly escaped a bad fall. She afterwards discovered they were at least six inches too long to be of any use. — *Scottish Cyclist*.

THE SCORCHER'S FAREWELL TO HIS STEED.

(With apologies to McGuffey's Third Reader.)

My beautiful, my beautiful! thou standest meekly by,
With proudly arched and glossy frame, and sprockets geared
so high.

Fret not to roam within the park with all thy winged speed;
I may not scorch on thee again—thou'rt pinched, my silent
steed.

Fret not with that impatient tire, sound not the warning
gong;

They'll check you in a basement damp because I scorched
along.

The bike cop hath my handle-bar—my tears will not avail;
Fleet-wheeled and beautiful, farewell! for thou'rt held for
bail!

Farewell! those fat pneumatic wheels full many a mile have
spun,

To bask beside the Cliff House bar or do a century run;
Some other hand, less skilled than mine, must pump thee up
with air;

The patent lamp that won't stay lit must—another's care.

Only in sleep shall I behold myself with bended back—
Only in sleep shall thee and I avoid the trolley track.

And when I churn the pedals down to check or cheer thy
speed,

Then I must starting wake to learn thou'rt pinched, my si-
lent steed.

Ab, rudely, then, unseen by me, some clumsy champ bestride,
May wobble into rough brick walls and dish a wheel beside;
And compressed wind that's in thee 'scape in shrill, indig-
nant pain,

Till cruel man that on thee rides will fill thee up again.

With slow, dejected foot I roan, not knowing where or
when

I'll meet a good Samaritan who'll kindly loan me ten.

And sometimes to the park I go, drawn in my hopeless quest;
'Twas here I struck a record clip,—the copper did the rest.

* * * * *

Who said that I had given thee up? Who said that thou
wert lost?

'T is false, 't is false, my silent steed! I fling them fine and
cost!

Thus—thus I leap upon thy back and hit the asphalt trail!
Away! my bright and beautiful; I pawned my watch for bail.

— *San Francisco Examiner*.

VERY SINGULAR.

EDITOR L. A. W. BULLETIN:

How is this for a "Singular Coincidence?" On the 19th of this month (August), in the year '96, I took a spin. On looking at my cyclometer on returning, I discovered it registered 999 9-10. I called my wife's attention to the fact and just then the clock struck nine. My L. A. W. number is 99,240, and in counting all the nines I find nine of them. Next.

J. A. SCHOFFELE.

JACKSONVILLE, FLA.

EVEN modesty may be overdone. We'd like a flannel shirt better if it wasn't such a shrinking little thing.

LIFE is all a matter of corse to the undertaker.

LET us all, like Thomas Edison or otherwise, try to make the world brighter.

HARTFORD SINGLE-TUBE ... TIRES ...

... ARE THE ...
STANDARD.

All makers claim they use Sea Island Cotton. So do we, and we are willing to have our claim investigated. It is a great expense; but no expense is spared to make Hartford Single-Tube Tires right.

IF IT'S A HARTFORD TIRE, IT'S RIGHT.
Accept only the Genuine.

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Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.

ALL COLUMBIA BICYCLES ARE FITTED WITH
Hartford Single-Tube Tires
UNLESS UNLAP TIRES ARE ASKED FOR
WE KNOW OF NO TIRES SO GOOD AS HARTFORDS.



HERE'S one of the reasons why people who ride
The bicycle, from the beginning have tried
To stir up the people and get them to mend
Their highways, and why they'll keep on to the end

Don't anticipate future troubles
nor remember past ones. "Sufficient unto the day is the evil thereof."

Good roads are the outward signs
of a community's inward grace.

Put your votes where they will
do the highways the most good.

When the man who drives the
sprinkling cart learns to ride a bicycle, he will know better.

Mud in the street is a hobble to feet.

Mud makes the load heavier and
the profits lighter.

The coal-digger knows enough to
mine his own business.

Even the soberest wood-chopper
is always cutting up.

To the grass widow all love tales
are mythology.

NEW YORK
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TILDEN

THE LAW BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, September 18, 1896.

No. 12.



Shenandoah Valley Pike.

Were all roads like this splendid pike,
The healthful sport which wheelmen prize
Would then be fun, and a century run
A bit of a gentle exercise.

Subscription, \$1.00 per Year.

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Racing, scorching, coasting; on good roads or bad—grade or level, you need Dixon's Cycle Chain Graphite. Makes the chain run easier, the wheel drive faster; the spin more delightful, the run less fatiguing.

DIXON'S Cycle Chain Graphite

is a perfect lubricant (not a grease) because made from perfect ingredients, that will not gum, hold dirt, separate or mould. Sample stick, 10c.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.



WANTS BETTER ROAD BOOKS.

EDITOR L. A. W. BULLETIN:

Dear Sir, —To make a choice of routes by reading some tour book is a laborious process, and one gets only a vague idea from any ordinary printed description. How much more satisfactory it would be if one could glance over a map showing the routes and the grades and the character of road. Dot the lines to represent grades, and use colors to represent character of roadway. Adopt conventional dots and colors, respectively, for various grades and roadways. Make these conventions uniform in all maps about the country. Any one then could read them by sight and at a glance, and how much more comprehensive the view in comparison with plodding through some abominable printed description! Incidentally, a map would be more compact to carry; the location of League hotels and other information could be given, etc. You cannot advance wheeling interests more than by pushing this idea. No. 95,858.

SCHENECTADY, N. Y.

It's always pour weather when it rains hard.

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840

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Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

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BOSTON, MASS.

Makers of

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HE GETS OUT OF THE WAY.

EDITOR L. A. W. BULLETIN:

We often hear complaints from riders about the "road hog." In my experience, and I have been riding for about eight or ten years, I have found that more riders deserve the name than those who drive horses. If a man does not turn out for me, I am certainly not going to be a fool and let him run me down, when I can turn out and let him pass. Because one man disregards the law of the land is no reason why I should disregard all laws of common sense, and run the risk of a broken leg or arm and a smashed wheel just to make some one "sweat." Oh, no! I think too much of a whole skin for that. Let others do as I do, and I do not think there will be half as many accidents, as I have never had one yet.

WM. R. SMITH.

FRANKLIN, PA.

KINDNESS TO WHEELMEN.

EDITOR L. A. W. BULLETIN:

In returning from a delightful bicycle trip through Staten Island to Tottenville, thence to Perth Amboy, Rahway, to Elizabeth, there we desired to take the C. R. R. of New Jersey. There were hundreds of bicycles, and anxious owners, to board the train; the baggage-car was soon filled (without a rough or unkind word by the employees of the road). Then, when those left on the platform had visions of a weary wait for the next train, the smoker was given

up to the wheels, and when that proved insufficient, they were permitted in the other passenger cars. Such kindness and courtesy upon the part of a road, charging nothing for the transportation of wheels, is refreshing, and, on this occasion, won for the road many friends. LOUIS C. JOHNSON, No. 124,352.

NEW YORK CITY.

FROM A PROMINENT LUMBER CO.

EDITOR L. A. W. BULLETIN:

This is a copy of part of our regular order: "We prefer either D. L. & W. R. R. or N. Y. S. & W. R. R. delivery to that of Erie Railroad. The Erie charges for the transportation of bicycles."

No. 104,439.

THE PROPER SPIRIT.

EDITOR L. A. W. BULLETIN:

If we all had as much wisdom as that old road improver whose picture you presented us in September 4th issue, on the back cover page, the Good Road movement would be more advanced today. I don't blame people for voting down road-improving schemes as long as politicians are to have control of it, for often the only result is higher taxes and no noticeable improvement of the roads.

It is to voluntary action, and not compulsory, that we must look for real improvement.

Yours for better roads,

No. 98,606.

WANTS CITIES TO SPRINKLE.

EDITOR L. A. W. BULLETIN:

The slogan of the L. A. W., "We Want Good Roads," is all very well, but there is a feature of this question which more nearly concerns a large portion of the L. A. W. membership, *i. e.*, the city wheelmen. It is the danger and discomfort in riding over streets that are flooded instead of sprinkled.

The only hope of relief seems to be in the enactment of State laws giving cities the power to do their own sprinkling, and assess the cost upon the abutting property. So long as it is a matter of contract between the sprinkler and the property-holder, the responsibility is shifted from one to the other, and the wheelmen continue to suffer.

Agitation of this question, fortified by facts and figures showing the cost per front foot, cannot help doing good, as it could be so easily proven that sprinkling could be done better and cheaper by the city than by private parties. WM. D. KEMPTON,

CINCINNATI, OHIO.

No. 3,918.

THE saloon-keeper gets rich because he secures so many bar-gains.

THE reason why so many women refuse to tell their age is because they are old enough to know better.

WHEN a milkman wears diamonds we can't help wondering whether they are of the first water.

FOR INSULTED LADIES.

EDITOR L. A. W. BULLETIN:

Dear Sir,—It seems to the writer that the time has come to take drastic measures to suppress the growing practice of insulting women cyclists who are forced to ride on the upper New Jersey coast.

The roads around Long Branch, and surrounding country, are filled with loafers, who take delight in insulting ladies riding alone.

Cannot something be done to stop this, for the remarks hurled at unfortunate women cyclists are often disgusting in the extreme?

No. 117,854.

NEW YORK, Sept. 9, 1896.

[Yes, something *can* be done. Let each lady ride about a quarter of a mile ahead of an able-bodied male escort, and when she is insulted let her take a good look at the offender, and after riding a short distance beyond him, dismount and wait for reinforcements. The rest of it is easy to understand.

In view of the legal difficulties attending the profession of pugilism, we would suggest that the exponents of the "manly art" organize a "ladies protective association," and make a business of furnishing escorts for defenseless females.

Or, if the lady prefers to be more independent, she might go armed, so as to take care of herself. If, under the above circumstances, she should shoot one of the "animals," and some officer should feel obliged to call it a crime, she might very properly make a plea of a "justifiable homicide."—ED.]

TWO SHORT STORIES.

BY T. C. DURANT.

Arriving one day at the railroad station and having plenty of time in which to take my train, I walked leisurely to the baggage-room to have my wheel checked to a suburban station.

There were several people ahead of me waiting their turn, and one, an attractive young woman, neatly dressed, but looking rather excited and in a decided hurry, was commanding the attention of the man in charge. "Here is my ticket," said the young woman, "and I am in such a hurry; will you please check my trunk,—that's it, the big one—and my bicycle there alongside of it. You don't charge for bicycles, do you? Oh! must you wheel it? it's locked; wait till I give you the key. Well, that's all right; now here's another ticket, I want you to check my friend's trunk, too." "Is the trunk here?" asked the baggage-man. "Yes, it's somewhere there,—a small black trunk; don't you see it. Oh! I'm in such a hurry!" leaning over and gazing about a large pile of trunks. "I'm sorry, lady, but I don't see it; when did it come, and has it any name on it?" "Indeed, I don't know, but it's a small black trunk, and the porter just brought it in off the cab." "Well, Madam, if you knew how the trunk was marked I could find it for you. Where is your friend? If she could tell us what letters it had on it, we could find it directly." "My friend's up-



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cheap wheel
doesn't.

**"Sterling Quality" is
always salable.**

STERLING CYCLE WORKS,

CHICAGO.

New York. * Boston. * Denver.
San Francisco.

stairs, and he's full as he can be; he would n't know if there were one letter on it or a dozen!" When the baggage-man had recovered from the explosion of this bomb, he meekly invited the young woman to enter by the side door and pick out her friend's trunk, while the bystanders were convulsed with laughter. "Well, ain't she frank!" said one; and another: "He's lucky to have her to travel round with, to look after him and his belongings."

SMALL dogs with that disagreeable propensity for rushing into the road to bark at every passer by, should be chained up or exterminated. A friend recently was enjoying the pleasure of coasting down a long, well-gated hill, the road smooth as a table and but few vehicles to give a thought to. A refreshing breeze kept the sun's power in check, as the man wheeled swiftly down, thoroughly enjoying the exhilarating motion, when a small terrier rushed out from a gateway, all bristling with fury at seeing him go so fast. The dog ran with all speed, and alas! in his eagerness and snappiness, caught his tail in the sprocket. For a few moments the rider did not know what had happened, and away went all three,—gatie going round and round faster than he had ever gone round for his tail before. When the man succeeded in stopping his wheel, he found the dog still alive, but had lost his poor tail in the ride. Recognizing it as the pet of a friend near by, he hurried back to explain, and make what amends he could for the accident. The depressed animal

forsook the gateway, and spent the rest of the day trying to lick his lost tail.

IN A recent note, regarding the road from Port Jervis to Philadelphia, a New Jersey member was made to say, it is "up hill and down with any quantity of stony hills and sandy bottoms." These words, he says, refer to the left fork, reached a short distance from Bushkill and indicated by a guide-board (?) which says, "Road to Water Gap, 13 miles."

It is suggested that wheelmen employ a one-horse roller on cycle paths, to pack together the sharp points of broken cinders which threaten injury to wheels.

Is a corset maker a contractor and builder?

It's unwise to say that firemen enjoy a blaze in a church because it gives them a chance to play on the organ.

"I HAVE obtained all the information I desire on that point," remarked the wheelman when a tack punctured his tire.

Is a girl with a waggin' tongue a good one to hitch to for life?

IN AUSTRALIA they call the lady rider a "cycliste."

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

SEPTEMBER 18, 1906.

THE "LOST TICKET" FRAUD.

"Men were deceivers ever," to say nothing about women.

The three letters, "L. A. W.," are becoming quite potent things to conjure with. They are growing to mean more and more, both at home and abroad. They answer as a talisman, or an open sesame, or something like that, for getting into anything from a race meet or a League hotel to a foreign country fenced about with a customs regulation that makes it difficult to get a go-as-you-please "free-lunch" wheel through.

Some time ago somebody, somewhere, "stole the livery of the court of Heaven to serve the Devil in," so they say. It was a mean thing, whoever did it, and we here and now denounce the perpetrator of the wrong deed as a low, coarse fellow.

But this is not all, more's the pity, for there are mean men in the world today, or, at least there was one right here in the United States only a few weeks ago. He was in Shippensburg, Pa., representing himself as a wheelman from Buffalo, N. Y., and pretending that he was "stranded." He called on the members of the L. A. W. there to help him out. Having "lost" his card he gave his name as C. C. Caldwell, No. 32 Main street, Buffalo, N. Y., district engineer General Electric Co., of New York City, L. A. W. New York State Division member, No. 114,320. Friends furnished him with money enough to go to Harrisburg, but later they found that he had only purchased a ticket to a small town about eleven miles away. Since then they have seen him in town, but never had any reason to stop

Total number printed this week, . . . 68,000

Sent to paid Subscribers, . . . 65,620

Samples to Advertisers, Exchanges, etc., 2,380

him, as he always offered some fair excuse. Later they found that this same man had thus defrauded members of the L. A. W. in quite a few of the towns of the valley.

The ticket number claimed by him is held by a lady in Ohio. It looks as though there is something wrong somewhere.

As a matter of course, we cannot affirm that this is the same fellow who stole the livery above referred to, but he acts suspiciously like him.

Be that as it may, a close watch should be kept on a man who has a whole lot of use for his League ticket, but who has lost it or mislaid it or left it in his other vest pocket, or something of that sort.

And as for loaning money to such a man—oh, that is too touching to be considered!—unless you have money you are quite sure you are never going to need.

A very good rule to follow all through life is this: "In case of doubt, don't."

In the meantime all cycling and other frauds should be earnestly discouraged.

BICYCLE ACCIDENTS.

There never was anything but what there was an "anti-something" to oppose it. An anti-cycling paper has been started somewhere in Europe, the purpose of which is to discourage wheeling, and bring it into general discredit. All bicycle accidents and other sources of cycling distress will be made the most of.

If this paper could have a special correspondent located at Creek Hill, on the east side of the Hudson, just above Peekskill, it would get big returns.

A goodly number of maimed wheelmen are willing to stand up and testify that this is a dangerous hill. Dangerous, that is, to the over-confident, the careless and the "scorcher?" First, because of its steepness, high water-breaks and loose stones; and, second, because it is approached by a smooth, down-grade road which invites coasting, but which, turning almost at a right angle just at the top, hides the hill from the rider until he has begun the descent.

Last year two or three stranger wheelmen were seriously injured here, and to prevent, if possible, a repetition of these accidents a large danger sign was placed at the top of the hill early in the present season.

But, alas, it was only a few days after its erection when another rider was badly hurt by being thrown from his wheel when half way down. He admitted, while his wounds were being dressed at the hospital, that he had seen the sign, but said it was too near the top for him to get his wheel under control after seeing it.



The Purchase

of a bicycle is something that ought to have serious consideration. At times a rider's life may depend upon the staunchness and reliability of his bicycle. Until that moment he may not realize the **value** of careful and conscientious construction. Cheap bicycles **cannot** be **carefully** constructed.

"Thrown-together" and carelessly-made wheels **may** stand up, but they are not reliable. New Clippers are honestly made, and sold at legitimate profits, and the price is enough to insure **good**, careful work. The quality is good enough to warrant paying the price, which to most people may seem high, but it's not.



MADE BY THE **GRAND RAPIDS CYCLE CO.** GRAND RAPIDS, MICH.



AMERICA

"T"
"R"
"U"
"S"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

So another danger sign was put up, about one hundred yards above the first, and the two together kept the road free from gore for a time. But recently the hill claimed a fresh victim.

Now, what more can be done to save innocent cyclists from this hill, which those who know its peculiarities ride up and down in safety?

Out in the West, in the early days of railroads, the prairie farmers were frequently possessed of the notion that they could "beat the train" over the railroad crossing. It most always resulted in seriously musing up the track. All sorts of emphatic, loud-lettered warnings were in vain. One Iowa legislator wanted to have the railway companies fix it so every farmer would have to pass under a mammoth sign-board on which should be painted in large letters:

Prepare to Meet thy God!

Others said it would do no good, and so matters drifted along until the older generation was most all killed off and the boys learned wisdom.

It is possible the above sign might cause bicyclists to exercise more care, but it is doubtful. At the present rate of fatalities the cyclists who were marked to die young will soon all be where there won't be any more (hill) scorching, and then

that European paper will break up and everybody will be happy.

Look before you leap. The best place to learn how steep a hill is, is at the top. Such information is a hollow mockery when whispered in the cold, clammy ear of a bruised and battered form in a morgue.

TO FIT A SADDLE.

It has been found that the "fit" of a saddle, while not as exacting as the conformation of a set of teeth, is still very important. Bicycle saddles as now made (*i. e.*, the saddles that are most largely used), are designed with a view to lightness first, looks second, and comfort third. A prominent saddle maker recently told the writer that whenever the buyers of saddles wanted comfort considered above looks and lightness, they were ready to meet such a demand.

An old rider (who would no doubt be much older if he *wasn't* a rider) tells us that the proper way to fix an uncomfortable saddle is to thoroughly soak the leather in water until it is as soft as water will make it, then mount the machine and ride it until the leather is dry, or nearly so. A piece of oil cloth or other water-proof material may be placed over the saddle, to prevent soiling the clothing. We have never given this a personal trial, but believe that it has merit.

A TIMETICE — a thirty-day note.

Good Roads Good Wheels

*Let the riders use every effort to
obtain the former—*

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.



**Coasting
Contests**

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires; they make the bicycle run easily.

Our Catalogue tells why.

Send for it.
The Palmer Pneumatic Tire Company, Chicago

TO KEEP SPOKES BRIGHT.

A New York newspaper man asks us to tell him how to keep his spokes bright. In the first place, spokes should be well nickeled, else it is very difficult to keep them from rusting, especially near the seashore. Frequent rubbing with a cloth that is slightly greasy will usually do the business, but for the rider who does not care to spend much time in the care of his wheel, the spokes may be thinly coated with vaseline and used in that condition, or they may be protected by a light coat of varnish. Proper nickeling in the first place, however, is the "stitch in time" that saves much annoyance.

ALL ABOUT NEW YORK.

Of course the man who has not seen New York, means to some day; and the man who lives there can't hope to know much about such a large village; hence the little guide book, issued by Hall & Downing, cor. Warren street and West Broadway, is a very desirable pocket companion. It tells the location of about everything that the public is liable to be interested in, and includes a map of the city. The price to L. A. W. members is a two-cent stamp.

If your tire needs pumping don't delay it, thinking "it may last until you get home," for nothing injures a tire so fast as riding it when the air pressure is not sufficient to keep the rim from "bumping" on the ground.

\$3.50 FOR FOUR BALLS.

A New York wheelman complains that he was charged by a local repairer as above. We can see no reason for it other than that the repairer may have needed the money.

Deponent says that nothing was done to the wheel, except to keep it over night and adjust the bearing in which the new balls were placed. Had the charge been made on account of three balls instead of four, it would have seemed more appropriate. We do not print the name of the repairer, as this is the only complaint received. If it appears to be necessary later, we can give the name.

GOOD FOR NEW YORK.

Since the passage of the Raines law in New York, the demand for bottles has increased—but they must not break them on the street. A man who threw a broken bottle where it punctured a pneumatic tire was recently fined \$25.00 under an old law that was passed before bicycles were discovered.

Let's look pleasant, not distressing;

Let us smile from year to ear.

For we have no way of guessing

When a snap-shot fiend is near.

"God hath made man upright; but they have sought out many inventions."

Highest
Grade

Highest
Price

As wings to the birds of passage,
As sails to the wandering barque,
As the paddle to the canoeing Indian,

So are **Record Pedals** to the cyclist.

The means to move, converting the mass
of steel and rubber into a thing of life.

They are the standard by which all
other pedals are measured.

RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THEY GIVE
THE LEAST TROUBLE
AND THE MOST COMFORT
TO THE MOST PEOPLE

PROOF

65 PER CENT OF ALL WHEELS
BUILT IN 1896 ARE FITTED WITH
MORGAN & WRIGHT
QUICK-REPAIR TIRES

MORGAN & WRIGHT
CHICAGO

THE BICYCLE AND IDIOCY.

The Philadelphia *Times*, in commenting on a proposed bill to compel the carrying of wheels as baggage in that State, says:

The wheelman has various ways of making himself disliked, but the proposition to have the Legislature enact a law compelling railroad companies to carry bicycles free of charge *surpasses in impudence even the common assumption that the wheelman owns the earth.*

As a matter of courtesy or convenience the railroads may or may not find it proper to convey bicycles for passengers, as they carry personal luggage; as a matter of right, it is plain that the bicycle stands in the same line with horses and wagons, baby carriages or other vehicles. They not only require considerable space, but more care in handling than ordinary baggage, and the charge proper for their conveyance is a matter of business, to be determined by each transportation company according to its own conditions.

There is no probability that any such law as proposed will be enacted in this State, but the suggestion indicates the length to which paternalism has developed, and that the possession of a bicycle is *not incompatible with idioy.*

The bicycle baggage question is by no means as one-sided as the *Times* would imply. That the bicycle has its disagreeable features, when judged from the railroad man's standpoint, is quite true; but we believe that a large part of the trouble will be obviated when railroad companies provide their cars with proper conveniences for storage. The charge of idioy is one which seems to us "incompatible" with a reputable newspaper, especially in a city which contains so many worthy wheelmen as Philadelphia does.

Whether or not a transportation company should carry bicycles as baggage, must finally be decided by the higher courts; and meanwhile there is nothing to be gained by unpleasant talk.

VARNISH THE WOOD RIMS.

The best varnish is soon affected when exposed to the weather, and especially when, as in the case of the wheel rim, it is subjected to mud, water and dust. No wood rim should be allowed to run more than a year without a good coat of coach varnish; neither furniture varnish nor shellac is good enough to stand the outdoor wear. We would suggest the advisability of a careful application of varnish around each spoke where it enters the rim, so as to prevent the entrance of water to the inside of the spoke hole where the wood is unprotected.

SOME GOOD SUGGESTIONS.

L. O. Miner, of New York, thinks some one should make a bicycle lamp with the L. A. W. emblem in the glass, so that a member could be recognized in the dark.

S. Wittfeld, of Philadelphia, suggests a bicycle handle made of cork or some compound, and having on the end the L. A. W. emblem stamped in or embossed. He says the end of "grip" should be royal purple.

WHEN a boat won't work it ought to be docked.

S.T.T.

SINGLE-TUBE TIRES.

S.T.T.

AS TO SINGLE-TUBE TIRES.

- 1894.—Comparatively few wheels in this country were shod with Single-Tube Tires.
 1895.—Probably over one-third of the wheels were so shod.
 1896.—Not less than one-half of the wheels in use are so shod.
 1897.—Will see a much larger number of wheels shod with Single-Tube Tires than in 1896.
 When a body acquires momentum it keeps on moving; so with trade.

What Does This Increase Mean?

It means that while wheelmen know a "good" tire when they see it (and everybody says it is a "good" tire), they have also decided for themselves which is the **best** tire, and that is the **Single-Tube Tire**, manufactured under the Tillinghast patents, by only the following named reliable firms and companies.

THE POPE MANUFACTURING CO.
 THE NEW YORK BELTING AND PACKING CO., Ltd.
 THE BOSTON WOVEN HOSE AND RUBBER CO.
 THE REVERE RUBBER CO.
 THE NEW YORK TIRE CO.
 THE DIAMOND RUBBER CO.
 THE B. F. GOODRICH CO.
 THE MECHANICAL RUBBER CO., of Chicago.
 THE HARTFORD RUBBER WORKS CO.
 THE HODGMAN RUBBER CO.

THE NEWTON RUBBER WORKS.
 THE HARTFORD CYCLE CO.
 THE KOKOMO RUBBER CO.
 THE MECHANICAL RUBBER CO., of Cleveland.
 THE INDIANA RUBBER AND INSULATED WIRE CO.
 THE SPAULDING & PEPPER CO.
 THE PEORIA RUBBER AND MFG. CO.
 THE IDEAL RUBBER CO.
 L. C. CHASE & CO., of Boston.

All Others are Infringers.

Suits have been brought in every United States Circuit.

If further information is desired write to the owner of Tillinghast patents,
 Theodore A. Dodge, Equitable Building, Boston, Mass.

S.T.T.

SINGLE-TUBE TIRES.

S.T.T.

THE L. A. W. DECALCOMANIA.

We have now on hand ready for delivery the "transfer" of which we wrote on page 118 of this paper, July 24th. It is made in gold and silver leaf and six colors, and is very handsome. The size is about $1\frac{1}{2} \times 2$ inches. It shows the winged wheel emblem with a pneumatic tire, on which are the words "Good Roads," "Wheelmen's Rights"; above this is the upper half of a shield having the stars and stripes, and on either side a sprig of green laurel. The wings and L. A. W. initials are of royal purple. The price for a single one by mail is four cents; any number additional, two cents each.

PRACTICAL ROAD KNOWLEDGE WANTED.

I want to push Good Roads. I presume most poor roads are built because those in authority do not know how to build good ones. We stir them up and more money is wasted on improper construction. The public needs more education on *how* to build good roads.

Cannot you publish a series of practical articles with this end in view. Yours for Good Roads and decent maps. No. 95,858.

[THE L. A. W. now has in press two books on road-building: "Macadam Roads" and "Country Roads," which excel anything ever before published on these subjects. Announcement will be made in the L. A. W. BULLETIN as soon as they are ready. — Ed.]

A DRUGGIST'S WELCOME TO THE L.A.W.

The shoemaker favors leather because he understands it; likewise the blacksmith does his tricks in iron, while the carpenter uses wood. A druggist in Springfield, Mass., wishing to show an interest in the L. A. W., at the recent Meet in that city placed in his window a large surface covered with lumps of alum, around which was a wide border of blue vitriol, and in the centre of the alum were the initials L. A. W., made with lumps of bicromate of potash. Many a wheelman, while admiring this unique tribute to the L. A. W. and the "red, white and blue," drifted into the store and became a customer.

20-INCH L. A. W. EMBLEM.

We have had calls for large winged wheels, printed in colors, to be used for decorative purposes. Frequently the writer wants them to place between the spokes of his wheel, making of each wheel an L. A. W. emblem, to be used in parades, etc.

If there is sufficient demand for these we will have plates made and keep copies in stock. The price at which we can sell them will depend, of course, on the number ordered.

If you want anything of this sort, please let us know how many, and about how much they would be worth to you.

The Trump Cyclometer

The Most Perfect Recorder Made
for Bicycles.

NEAT
—
NATTY
—
NOISELESS

CAN BE
SEEN AT
A GLANCE
FROM THE
SADDLE



REGISTERS
10,000
MILES
BY TENTHS

WEIGHS
LESS THAN
2 OZ.

Water Proof
—
Dust Proof

Retail Price \$1.50.

Send for Catalogue which contains other
wheel novelties.

THE WATERBURY WATCH CO.

WATERBURY, CONN.

Build Up.....
those shattered nerves,
revive that tired brain,
with **PABST**.....
Malt Extract
THE "BEST" TONIC



THE LAWS OF THE ROAD IN MASSACHUSETTS.

PUBLIC STATUTES, CHAPTER 93.

Section 1. When persons meet each other on a bridge or road, traveling with carriages, wagons, carts, sleds, sleighs, or other vehicles, each person shall seasonably drive his carriage or other vehicle to the right of the middle of the traveled part of such bridge or road, so that their respective carriages or other vehicles may pass each other without interference.

Sec. 2. The driver of a carriage or other vehicle passing a carriage or other vehicle traveling in the same direction, shall drive to the left of the middle of the traveled part of the bridge or road; and if the bridge or road is of sufficient width for the two vehicles to pass, the driver of the leading one shall not willfully obstruct the same.

Sec. 3. No person shall travel on a bridge or road with a sleigh or sled drawn by one or more horses, unless there are at least three bells attached to some part of the harness.

Sec. 4. Whoever offends against the provisions of the preceding sections shall for each offence forfeit a sum not exceeding twenty dollars, and be further liable to any party for all damages sustained by reason of such offence; but every complaint thereof shall be made within three months after the commission of the offence, and every

action for damages shall be commenced within twelve months after the cause of action accrues.

Sec. 5. The provisions of this chapter shall not apply to street railways.

RACING vs. MONKEY SHOWS.

At the Bay State Fair, Worcester, Mass., the "hoss trot" was dispensed with on the last day and bicycle races substituted. Alongside of the judges' stand was a stage on which was given a variety show. The show and the races were supposed to be continuous, but on several occasions the performers were seen to pause and look at the racers, and at one time a handicap race was held several minutes while contestants, trainers and everybody watched the comedy. This may be a good time to pause and inquire, "What next?"

A CYCLIST INJURED BY BAD ROADS.

Arthur Munson, of Stamford, Conn., who will be remembered by all old timers for his many contributions to the cycling press over the name of "Stamson," has been seriously injured by being thrown from his wheel while riding along one of the streets of that town. He says:

"In order to correct the various rumors about the serious accident to me yesterday, I wish to state that it was wholly and entirely due to the dangerously stony condition of that street, as can be proven beyond a doubt."

That's all: EVANS'

Nothing
else!



BUY NO INCUBATOR and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you ours on trial, not a cent until tried, and a child can run it with five minutes' attention a day.

We won First Prize World's Fair and we will win you for a steady customer if you will only buy ours on trial. Our large catalogue will cost you five cents, and give you \$100 worth of practical information on poultry and incubators and the money there is in the business. Plans for Brooders, Houses, etc., 25 cents. N. B.—Send us the names of three persons interested in poultry and 25 cents and we will send you "The Bicycle; Its Care and Repair," a book of 180 subjects and 20 illustrations, worth \$5.00 to any bicycle rider.

Von Culin Incubator Co., Box 659, Delaware City, Del.

A ST. LOUIS IDEA.

Mr. W. M. Butler, Sec.-Treasurer of the Missouri Division, sends us a circular which reads as follows:

TO L. A. W. MEMBERS.

Fully appreciating the value to cyclists of a membership in the L. A. W., and as an extra inducement to L. A. W. members to secure applications for membership in the League, in lieu of the commission of 20 cents offered by the League, THE CRAWFORD MFG. Co. make the following offer for all applications turned over to them for their credit:

For 1 Application, with \$2.00, we will give 1 Pair Winner Tee Clips. Price, 50 cents.

For 2 Applications, with \$4.00, we will give 1 Electric Stroke Bell. Price, 75 cents.

For 3 Applications, with \$6.00, we will give 1 Ingersoll 10,000-mile Cyclometer. Price, \$1.00.

For 4 Applications, with \$8.00, we will give 1 Standard Cyclometer No. 2. Price, \$1.50.

For 5 Applications, with \$10.00, we will give 1 Veder Cyclometer. Price, \$2.00.

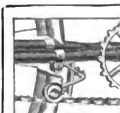
For 7 Applications, with \$14.00, we will give 1 Keystone Sweater. Price, \$3.00.

For 10 Applications, with \$20.00, we will give 1 20th-Century or Miller Lamp. Price, \$4.00.

Anyone preferring the cash commission on applications will be paid the amount in cash when they turn their applications over to

THE CRAWFORD MFG. CO.

P. BEAUDRY and Miss R. V. Tiffany, of Helena, Mont., rode 102 miles in 9¾ hours, actual riding time, on a tandem, August 30. It was the first century run made by a lady, in Montana, and was over a mountainous road.



Automatic Brake

FOR BICYCLES.

PATD APRIL 10, 1894.
PAT'D MARCH 2, 1896.

DESCRIPTIVE CIRCULAR ON APPLICATION.

BAILEY MFG. CO., 189 La Salle St., CHICAGO.

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Charming wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Brockton, Mass.



Road Rights and Liabilities of Wheelmen

By GEORGE B. CLEMENTSON.

Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities and towns, for injuries to wheels and wheelmen. The liability of wheelmen for injuries to others. This book cites about 350 cases, and is a carefully-written law book. One volume, pocket size. Price, paper, 50c., cloth, 75c., sent postpaid on receipt of price.

Address, STERLING ELLIOTT, Boston.

A. R. DURYEE, Cambridgeport, Mass., says that a recent correspondent of this paper who advocated the use of alcohol for cleaning rubber solution from the fingers is slightly off in his chemistry, and that naphtha, benzene or gasoline are better.

It is wrong to say that there isn't, in all the world, a single man who believes women are all they pretend to be. It's the married men who know better.

ALTHOUGH this nation is quite old, its constitution is said to be stronger than it was at first.

Beloved Autumn cometh, on his cycle, bringing
Mother Nature's old and faded gown
Some patches rich of crimson, gold, and brown.

Beloved Autumn cometh, on his cycle, bringing
Artists' scenes and farmers' heavy loads —
I wonder will he think to bring good roads.

APPLETON, WIS.

"Bb"

JOIN THE L. A. W.

AND

RIDE ON GOOD ROADS

JOHN PERKINS, of Philadelphia, has painted a sign similar to this, and has it conspicuously displayed in his store. It is such little attentions as this that help the L. A. W.

Do BOOKS of fiction constitute a lie-brary?



Radell and the Orient

Won the 100 Mile Lincoln Club (Chicago) Road Race. *He's forty if he's a day.*

Conn Baker broke the Ohio Mile State record, reducing it to 1.53 3-5.

THEY LEAD THE LEADERS.

Branches in all the principal cities in the United States.

WALTHAM MFG. CO.

Main Office and Factory, Waltham, Mass.

SURE ENOUGH.

EDITOR L. A. W. BULLETIN:

Gentlemen,—Where are the saddle manufacturers that should advertise in "our" paper.

I want to buy a new saddle of the pneumatic type, and have been looking in the BULLETIN for three weeks, and not a saddle man has spoken to me.

Where are they at? P. F. LUCAS.

O let your words be few and choice,
For gossip is waiting the seeds to scatter.
"A bird of the air shall carry the voice.
And that which hath wings shall tell the matter."

LIMBURGER cheese by any other name would smell as sweet.

SPAIN is making Cuba smoke—and the latter has to supply the tobacco.

We cannot read the mystic book of fate,
And so we gamble on each doubtful State.

A FOOL can fall into trouble where it requires a wise man to get out.

BRICKS have hard luck because they are always pressed for money, get broke and end up in a "bat."

\$1.25-REDUCED PRICE-\$1.25

BICYCLE APPLIANCE CO.

THE SIMPLEX
TRADE MARK
REGISTERED

[PATENTED]

With Tapering Rubber Plugs, is the Ideal Repair Outfit.

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New Roads and Road Laws

IN THE UNITED STATES.

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

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☛ Sent by mail on receipt of \$1.00.

Still Another.

There was a girl in our town
And she was wondrous wise,
She put her bloomers on, but, ah!
They shocked her lover's eyes.
And when she very clearly saw
His heart was full of pain,
She quickly hurried to her home
And donned her skirts again.



An idea that should be more generally adopted.

MASSACHUSETTS WHEELMEN

Have long been interested in the subject of Good Roads. To them is due the present growing interest in road construction, which is being indorsed and helped by drivers and users of horses.

The movement in favor of a system of first-class roads, to be constructed and maintained by the authority of the Commonwealth, is comparatively young, although it has passed the stage of infancy.

Those interested in good roads have seen the time when they had doubts of the sincerity of legislators and high officials of State in regard to pushing the State road system.

Wheelmen and users of horses cannot consistently form themselves into a political party on the one issue of Good Roads, but it is possible for them to help nominate and elect those of their respective political parties who stand out fairly in favor of high-grade public thoroughfares.

Such an opportunity is now offered to members of the Republican party in their nomination of a candidate for the office of Lieutenant Governor. Col. Samuel E. Winslow, of Worcester, is being pushed by the wheelmen of his native city, and by others in different parts of the Commonwealth on account of his interest in the subject.

The foremost advocates of good roads have long known of his deep interest in roads. Within the last four years he has played a prominent part in advancing the movement. In fact, it is well known that he is almost wholly responsible for the interest taken in the problem by the late Governor Greenhalge. He has spoken publicly on the subject, and has often co-operated in the promotion of the State highway system.

Republicans interested in this subject can well afford to endorse Colonel Winslow in their caucuses and convention if they wish to present the matter thoroughly to the attention of our public men.

STOLEN. On night of September 8th, "Eldorado" bicycle, No. 2225; 24 inch; blue enamel and striped frame; 72 gear; ram's horn handle-bar; Kensington rat-trap pedals; Morgan & Wright tires; Messenger saddle; 1/4 inch chain. Will pay reward for wheel or thief. Notify S. F. GOOD-SPEED, Joliet, Ill.

STOLEN. On Friday night, Aug. 21, 1896, from the bicycle room of the Hotel Hamilton, Ashbury Park, N. J., a "Wisconsin" bicycle, No. 65,024; 68 gear; Garford saddle; adjustable handle-bars; Morgan & Wright tires; name on front fork. Notify J. F. HOFF, 56 Nassau Block, Princeton, N. J.

They're Called "Down."

Oh, ye who for "bargains"
Kansack the whole town,
Be not glad o'er the ad.
That says, "Feathers marked 'down.'"

Don't forget to sign your name if you expect a reply.

FUSION and refusal are both much in evidence in this campaign.

THE evangelist who will preach for \$10 is an "X"-horter.

(TRADE MARK) Puncture

The Greatest Known Preparation for Bicycle Puncture.
Makes Your Tire Puncture Proof.

Puncture is a chemical compound made on scientific basis, a harmless liquid that will not gum or cake, and acts like magic on single tube tire.

Note what the leading rubber manufacturers have to say:

To whom it may concern:—

The Puncture Mfg. Co. have given us the formula for their Puncture and we are pleased to state that none of the ingredients in this compound have an injurious effect upon rubber.

Yours very truly,

From The B. F. Goodrich Co.,
Akron Rubber Works, Akron, O.

The B. F. GOODRICH CO.
B. G. Work, *Super.*

To whom it may concern:—

This is to certify that we have been given the formula for the manufacture of Puncture by Mr. H. E. Weber this day, and we do not find anything in the ingredients of the mixture that will be injurious to rubber or fabric used in the manufacture of tires.

KEYSTONE RUBBER WORKS,
C. Campbell, *Secretary.*

From Keystone Rubber Works,
Keystone Mills, Erie, Pa.

The price of Puncture is 50 cents per tube. For sale by all dealers.
Agents wanted. Address

PUNCTURE MFG. CO., Canton, Ohio.

The Best Yet and Free!! To L. A. W. members enclosing 2c. stamp for postage, sample

G. W. COLE & CO.,
111 Broadway, New York, **PACE-MAKER CHAIN LUBRICANT.**
Manufacturers of the famous "3 in 1"

You to judge its merit.



The Hit of the Season.

An Aluminum Bob.

Every cyclist should have one. 37,000 already sold. Mailed for 25 cents.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Special prices to dealers and agents. *Makers of Indiana Chain*

L. A. W. COLOR

consists of a piece of Royal Purple Satin Ribbon, 2 in. wide, 27 in. long, with L. A. W. on one end and your number on the other, stamped in Gold. Every League member should have one for his wheel. Mailed to any address for 50c. Write name, number and address plainly.

The M. E. Y. MFG. CO., 816 Roberts Street, Baltimore, Md.

STOLEN. On the 25th of August, "Union" bicycle, No. 10748. Machine fitted with a goose-neck seat rod, little rough and rusty; Hunt saddle; frame, 22 inches; new tire on rear wheel. Notify W. F. HOFFA, Lewisburg, Pa.

STOLEN. Sept. 4, from front of Hyde Park Cycle Club, Hyde Park, Mass., "Keating" racer, No. 5271; 94 model "G"; dropped bars; pedals not mates; new frame; 95 Vim tires. Notify WALTER W. NEILL, Hyde Park, Mass.

Pleasant Employment.

I'd like a job of one part work
And sixteen parts of resting,
I don't believe I'd ever shirk
The task of hammock-testing.

TIME museums should change their attractions
freak-quickly.

We do not love the pawn-broker, but we sometimes
must put up with him.

Is it right to hope that the coal trust will make
it hot for us this winter?

The Money Question.

A BROAD-MINDED SILVERITE.

EDITOR L. A. W. BULLETIN:

Dear Sir, — Permit me to say, I am glad you did it, — referring, of course, to your opening the columns of the BULLETIN to the discussion of the currency question.

Personally, I am a believer in the anarchistic theory of a free coinage of silver and gold at the ratio of 16 to 1, and have reasons galore upon which my faith is founded. I also believe in the freest possible discussion of a question upon which so much depends. We may all be wrong. Let us give to each other of the light that we have, so that none may ride in the dark.

No cause that was just, or principle that was correct, ever lost by a full and free discussion. "Let 'er go!" The man who objects to reading sentiments opposed to his line of ideas would probably not be able to tell whether he was benefited or not if free coinage should become a law.

The crying need just now is education along this line, and the more the people read on either or both sides the more education they get, and, as a result, more votes for Bryan and prosperity.

Swing out the articles in defence of the policy that has made every year since 1873 a little tougher for the producer and the wage-earner, and as long as the "think tank" of the average BULLETIN reader is in working order, no harm will come to the country through the misplacement of his vote.

Very truly yours,

D. B. BEMENT.

LOCKPORT, N. Y.

Put this wherever it will do most good.

P.2.

NOTICE!

The Inter-State Commerce Law compels the posting in a conspicuous place of all schedules of rates and fares, for the information of the public. This is not a schedule of rates or fares but is a statement of my personal reasons for being opposed to the Free Coinage of Silver:

1. Because my present pay won't quite enable me to buy everything on earth and I have no desire to have that pay cut in two.
2. Because I prefer to have what few dollars I earn worth 100 cents a piece, not 53 cents.
3. Because I do not see why I should be any better off if the price of everything I had to buy was doubled.
4. Because I have no idea that it would profit me if the whole country went bankrupt.
5. Because though the ratio may now be 16 men out of work to 1 who has a job, I have no desire to recede the ratio by turning tramp myself.
6. Because, though I do not happen to be general manager of this road, I am still no blooming fool.

— *Kathryn Age*

OPINION OF A SOUTHERN LAWYER.

EDITOR L. A. W. BULLETIN:

Dear Sir, — Unlike many silver advocates, I am glad to see that you have taken up the consideration of the money question, which I consider as vital to all of the readers of your paper as the Good Roads question.

You make a surprising statement in your letter of August 14th, — surprising because it is so true, and that from an advocate of the "gold standard."

You say gold is of less value intrinsically than iron is. Now this is undoubtedly gospel truth, and yet the usual argument is, that gold should be the standard of value because it has intrinsic value as a commodity, and is illustrated by the familiar example of melting a dollar and still having the dollar of bullion. Now your admission leads you to admit, as a necessary sequence, that the fact that gold is coined into money by the various nations is the reason that it has value as bullion far above iron.

Now, applying the same rule to silver, and knowing that history teaches us that prior to 1873 this Nation had no difficulty in keeping silver on a parity with gold, — as France, also, — by your own argument we prove that silver, if again coined (free and unlimited) as then, would be given its value as money, and not intrinsically as bullion. Now, what would that value as money be? Prior to 1873 it was on a parity with gold. During that time the ratio of silver in the world to gold was thirty ounces of silver to one of gold; today the ratio of silver is less than sixteen ounces of silver to one of gold. Therefore, unless we deny all precedent and all argument, we today could much more easily maintain silver on a parity with gold than when it was nearly double the present ratio by actual weight in ounces.

J. M. CHATTERSON.

HOW ABOUT THIS?

EDITOR L. A. W. BULLETIN:

Here are five facts to be kept in mind when considering financial questions:

First. There is not a free coinage country in the world today that is not on a silver basis.

Second. There is not a gold standard country in the world today that does not use silver as money along with gold.

Third. There is not a silver standard country in the world today that uses any gold as money along with silver.

Fourth. There is not a silver standard country in the world today that has more than one-third as much money in circulation per capita as the United States have; and

Fifth. There is not a silver standard country in the world today where the laboring man receives fair pay for his day's work.

These are indisputable facts that can be verified by all who can read. Theories are worthless when contradicted by admitted facts. No. 110,100.



JOE LINCOLN.

He was dressed in a suit of "ready-made,"
And his face was long and thin;
And the beard was thick and of wondrous length,
That wagged on his nimble chin.

He argued with all his might and main
On the campaign just begun,
And how wonderfully plenty the cash would be
When "free silver's" cause was won.



"But I don't understand," his opponent said,
(A grasping "gold bug" he.)

"Why silver should give us more cash to spend;
Say, why should it plenty be?"

"Why, 't will have to be plenty!" he cried, his face
Aglow like the rising sun's,

"When for every gold dollar you take to the bank
You get sixteen silver ones!"



WANTS FREE NICKELS AND PENNIES.

EDITOR L. A. W. BULLETIN:

If the Free Silverites say it is honest to have free coinage or silver dollars, why would it not be just as honest to have free coinage of nickels and pennies? We might give the copper miners a market for their product just the same as the silver producers.

GOLD BUG, No. 92,571.

FOSTORIA, OHIO.

WANTS FACTS AND FIGURES.

EDITOR L. A. W. BULLETIN:

I have read the communications on "The Value of a Dollar" in your issue of September 4th. Why is it, Mr. Editor, that the advocates of free coinage of silver, at 16 to 1, seldom back up their arguments with figures; and when they do so, the figures they give are either misleading or wrong? No. 101,864 virtually says that the number of dollars has *not* increased proportionately with the increase of population in this country; and that to this fact is due the fall in prices.

I beg leave to inform him that the first part of his statement is incorrect. On July 1, 1896, our money supply had increased 240 per cent. as compared with 1860; and 104 per cent. as compared with 1872, a very much faster increase than the increase in population during the same period.

This is easily shown and proven by dividing the total money in circulation at each date by the total population of the country at the same date, and thus finding the circulation per capita. Such a process shows that the per capita circulation of the United States on July 1, 1860, was \$14.06; on July 1, 1872, it was \$18.70; at the opening of July, 1896, it was \$21.15.

No. 46,067, in his letter, states that the per capita circulation is now *less* than \$20.00, — another false statement. Where, therefore, is the logic in No. 46,067's statement, that "the amount of money in circulation governs prices," for the facts are, as shown above, that the money in circulation has increased in far greater proportion than the increase in population, and yet prices have steadily fallen.

Free coinage would not help the producer of grain to a larger profit; for if the nominal price of grain were to rise through inflation of the currency, the price of everything else would rise also, and the farmer would be relatively no better off than he was before.

That it would not help the wage-earner is shown by the fact that between 1860 and 1895 the inflation of the currency caused an increase in the average price of all articles in this country of 116 per cent. During the same period wages increased on the average 43 per cent., which means that the cost of living increased nearly three times as fast as wages and salaries. That wages and salaries would not rise faster now, under currency inflation, than they did after 1860, is shown by the fact that in those years the army enlistment of laborers and salaried employees had made the home demand for labor abnormally active. What then do the free-coinage leaders ask of the wage-earner, the salaried man, and the savings bank depositor?

They ask his vote to increase the cost of living; which is as reasonable as if they asked him to vote for lower wages. Will the sensible, thinking man vote thus? ROBT. C. BELVILLE, No. 105,900.

TRENTON, N. J., Sept. 8, 1896.

Good-natured antagonism is always welcome. It should be remembered that abuse is not argument, and that anger is a sign of weakness.

A HOME-MADE REFORMER.

NIXON WATERMAN.

ONCE on a time there lived a man with plenty and to spare,
But all he got he sought to keep; he did not like to share.
Though fortune kindly favored him and added to his store,
He tightly clung to everything and reached out after more.

He preached "economy" by day, and likewise in the night,
And made his folks sit in the dark to save the cost of light.
He winched and pinched and saved and slaved, but could
not lend nor spare;

Until he scarcely gave himself enough to eat and wear.

So long as money came to him he fattened with content,
But, oh! 't was "just like pulling teeth" to have to spend a cent.

He harped on "saving cost" until his wife was forced to do
The making of her dresses and to trim her bonnets, too.

And in the goodness of her heart the little wife once thought,
"I were cheaper I should make his shirts which heretofore
he's bought."

And so she set to work, nor did her loving labors cease
Till they were finished; and each shirt cost sixteen cents
a piece.

When Sunday came he tried one on — it did n't fit *just* right,
But when he thought how *cheap* it was, it filled him with
delight.

He and his good wife went to church, and as they reached
their pew

The new shirt hissed, "Now, Mr. Man, you'll learn a thing or
two!"

The day, as some remarked of it, was "hot enough to kill!"
But oh! that awful garment made it ten times hotter still.

And all the while the choir sang, and while the preacher
preached,

And even as they knelt to pray, it howled and jeered and
screamed.

Of course no one could hear it but the victim it distressed;
He sat there crushed and broken, and his heart was much
distressed.

His mind went back o'er all the years his sordid love of gain
Had robbed of sun and gladness, and had filled with want
and pain.

That shirt became a devil-fish, and from its fierce embrace
He could not flee; he strove till he was purple in the face.
It sawed his arms off, cut his throat and crushed him through
and through,

While on his brow the sweat stood out like drops of bloody
dew.

He thought of all the tortures he had ever heard or read;
"I'd would be a cooling draught, it seemed, to drink of molten
lead.

The rack, the thumbscrew and the like — he wouldn't feel
their hurt.

They'd be the merest trifles when compared unto that shirt.

Yet he survived and reached his home, but not a single word
Why he became a better man was ever breathed or heard.
But those who think that sermon was what brought him to
perceive

The *Truth*, should hear that shirt, still new, a laughing in
its sleeve.

"Folly as it flies," — The scorcher.

This campaign is not so ca'm as it is painful.

EVERY wise man has a parachute of prudence
attached to his balloon of enthusiasm.

HEART-TO-HEART TALKS WITH CYCLISTS.

ALWAYS swear when you meet with an accident.
It will help you and amuse the bystanders.

NEVER admit any good points in wheels other
than your own. This will give you a reputation for
broad-mindedness.

IF you have a silk hat, wear it, by all means,
when you ride.

IF you see a timid woman, just learning to ride,
do not forget to scorch by her, as close to her wheel
as possible. In nine cases out of ten she will get
a hard fall, and this will be excruciatingly funny.

NEVER put yourself to any discomfort. If you
are with a party and get tired, get off and rest.
You can easily make them wait for you.

DON'T burden yourself with anything but a
wrench. You can borrow the other things.

IF you stop at a farm house for food or drink,
don't fail to insult the woman who waits on you.
This will be a point in favor of the whole cycling
fraternity. You might also kick the dog as you
come out.

WHEN you see an old man riding a '92 model, it
will add greatly to your pleasure if you can knock
him over without falling yourself. But don't grumble
if you do fall, — it will hurt him worse than it will
you.

IF you belong to the L. A. W. it is the proper
thing to sit down at least once a month and write
to the BULLETIN to find out what benefit it is. Be
sure not to sign your name to any of these com-
munications.

WHEN you write for personal information, don't
go to the expense of enclosing a stamp. If you
pay out twenty-five cents a year for their paper, you
are morally entitled to all the stamps you can get
out of them.

NEVER sit up straight on your wheel. You have
no idea how much a horizontal position adds to
your appearance.

REMEMBER that you ride for pleasure, so, at all
hazards, be perfectly natural, and don't make any
attempts to the standard of a gentleman.

CHICAGO.

MYRTLE REED.

THE Spanish troops now quartered in the capi-
tal of Cuba serve as Havana fillers.

A BLUNTED conscience is the blind policeman
many people employ to guard their behavior.

WHEN asked why he didn't proceed, a schoolboy,
to whom a difficult word had been given, said he
was spell-bound.

THE CORRECT THEORY OF POSITION IN RIDING.

HENRY CLYDE.

An article by Mr. Robert Grant, printed in *Harper's Weekly*, and lately reprinted in the L. A. W. BULLETIN, contains, in the writer's opinion, so much false theory upon the point of riding position, that it is a pity that it should have received the apparent sanction of any competent cycling authority. Mr. Grant's essential error is in assuming that there are but two positions possible in riding: first, the absolutely erect position taught in the riding schools, and which Mr. Grant approves; and, second, the absurd crouch over the handle-bar which some riders affect. In truth, here, as in many other things, safety lies between the two extremes.

The rider who wishes for the best results from his work should not depend on "leg muscle" alone,—as he must do if he adopts the erect saddle position,—he must learn to use the weight of his body, and to apply this to his pedals as occasion may require. In order to do this he must change his position on the machine from the ordinary sitting posture, the whole weight of the body resting squarely on the saddle, to a position in which he may throw weight, either upon the handle-bar or pedals at will. First, he will carry his saddle so far forward that the push will be nearly, not quite, vertical, and raise it so high that, on the downward push, the leg will be fully extended and a proper ankle motion induced. By this adjustment, he will gain not only the advantage of the vertical push, but, practically, of a longer reach, since on a bicycle carrying a tubular T rod the saddle may be carried at least an inch higher on the forward than on the rear arm of the T. Secondly, he will discard a very long handle-bar, and ride with his arms extended so as to make a right angle with a line drawn horizontally across the shoulders. Thirdly, he will adjust his handle-bar at such a height that, leaning forward at an angle of from twenty to twenty-five degrees with the perpendicular, he can grasp the handles firmly, and, at will, throw the weight of the upper part of the body against the handle-bar, through the arms, which are to be kept straight and stiff at the elbows.

Observe, however, that this position is not a stoop; that is, the shoulders and back are not bent, but the bend of the body is at the loins, and at the same time the head is to be thrown slightly backward, so that the rider will look squarely ahead. The best illustration of the position is afforded by a cut of Zimmerman in riding position, printed in *Scribner's Magazine* for June, 1895. The ridiculous "stoop," assumed the rider knows not why, and in which his body is bent to the arc of a circle and his nose seeks the companionship of his handle-bar, has no place in any good form of road riding, whatever advantage it may give to a race-track.

Sitting his wheel in the manner described, the rider obtains the most complete control of his machine

possible, and acquires a power in propulsion which he can never attain in an erect position, which leaves all the work to be done by the legs. The knack is to apply the weight of the body, nearly vertically, to the pedal, at the proper time and in the proper manner.

How to do this, first, in "back-peddalling" (I assume that you have stripped your machine of "coasters" and brake). When you approach the brow of a descent so steep that the wheel will want restraint in running it, get a firm grip on the handles and begin back pedalling an instant before the wheel begins to feel the descent. If you lose control at the start, you may not be able to regain it and may lose the pedals and so take an involuntary coast to the foot of the hill. If you cannot otherwise keep control, rise on the pedals, incline forward so as to throw more weight on the handle-bar, keeping the arms well braced, and apply your whole weight, as nearly as you can, with a strong downward pressure, to each pedal successively, as it comes to the rise, at the same time releasing pressure on the downward moving pedal. Soon, you will be able to descend a steep hill at a safe speed, literally standing on the pedals and throwing your weight easily from one to the other.

In hill-climbing, you may reverse the action used in back-peddalling, that is, when necessary, rise slightly on the pedals and throw weight on the downward-moving pedal, at the same time inclining the body more or less forward. But the rise on the pedals is most useful for the control it gives on an abrupt descent; and the vertical push alone is sufficient for most hill work.

So, in level roading, if you wish to spurt, rise slightly in the saddle at each push and reinforce the downward push with the weight of the body.

You will soon learn that a slight rise in the saddle will greatly ease you over the asperities of a rough road.

You will observe that with the position and arrangement of equipment recommended, the grasp on the handles must be firm, and not relaxed as when the whole weight of the body is carried on the saddle. So, if you ride with a part of your weight resting on the handle-bar, this will necessitate a certain continuous contension (and ultimate development) of the muscles of the wrists, arms and back, which the erect rider avoids. But, on the other hand, the leaning position relieves the strain upon the spinal column which, sooner or later, wears the erect rider, sometimes to his lasting injury; and the writer considers it beyond question that the leaning position, both as regards speed, ease, comfort and health, is the better. It is said that the absolutely erect is the "natural" position, but this is a fallacy. A man standing by a fence or wall "naturally" leans against it; one sitting in a chair "naturally" rests against its back; and so the accomplished cyclist not only increases his propulsive force but relieves his bodily fatigue by leaning against his handle-bar.

No. 71,828.

A PATH OF PLEASURE.

The most picturesque bicycle path in the United States was recently opened in Indianapolis, with elaborate ceremony.

Two months ago the Wheelway league of this city was incorporated for the purpose of building a bicycle path to be open to the public. It was capitalized at \$10,000, and the riders of the city were asked to take stock at \$5 a share. Subscriptions came in quite rapidly, and by the middle of May work had begun on the first section of the path, which occupies which was once the tow-path of the old Indiana canal. This path had not been used for many years, and when work began on it it was little more than a mere levee, with a rank growth of trees and shrubs on one side and the slow-running waters of the canal on the other. The canal is on the east side of the path, which gives the full benefit of the shade of the trees during the afternoon.

The path extends to a suburb ten miles distant. All of this is so well shaded that, except early in the afternoon, a rider can scarcely get a glimpse of the sun after twelve o'clock. The path varies in length, conforming to the top of the levee, but is not less than eight feet wide at any place, and in some places as much as twelve feet. The levee was first dressed off with a road scraper, and then a coat of gravel, slightly mixed with earth, was well packed with a heavy roller. On top of this was rolled a thin coating of cinders and sand mixed, making as smooth a coat as could be desired, and one that has no suction to cling to the tire.

At many places along the path rustic seats have been placed, and at one point, where there are two very fine springs, there are a number of long, rustic benches, and a bicycle track that can accommodate nearly one hundred wheels.

The tow-path section of the path is all that is finished, but the directors of the Wheelway league will begin work this week on the second section, which will extend across the hills and valleys to Fall Creek, a distance of about six miles. It will then follow the north bank of that stream back to the city, making about twenty-four miles in all. Thus all but about six miles of the path will be on the banks of water courses. It is for that reason that it is claimed to be the most picturesque path in the United States.

But that is not all that makes it a pleasant place for riders. One mile from the beginning of the path is Armstrong's Park, a popular place of amusement. It contains one of the open-air summer theaters of the city. Every night in the week there is a drama presented at this park, and picnics fill it during the day. Four miles further north is the most popular resort near the city - Fairview Park - a place owned and maintained by the Citizen's Street Car Company. It is on the east bank of the canal, and the bicycle path is on the west bank, making the path the best route for bicyclers to take to get to the park. This is a beautiful wooded park of more than 200 acres, with hills and dells, the hills rising

abruptly from the canal bank. Fully 10,000 people visit this park every Sunday, and between 3,000 and 4,000 every other day during the entire summer.

Five miles further out on the path is the suburb of Broad Ripple, where the suburban street car company maintains a park only a little smaller than Fairview. It is here that the bicycle race track is



located, and it is this park that is the Mecca of cyclists. It is at the end of the path so far as built now.

Two miles out the path will pass through Hammond's Park, a private picnic ground, where a large dam in the creek gives deep water for boating purposes for more than a mile. The path will have a right of way through the park.

The formal opening of the path was the occasion of the opening of the four-lap bicycle track at Broad Ripple. The first races, entirely amateur, were held on that track. There was nothing in particular to show that it was the opening of the path, although it was so termed, and there has scarcely been a time since work was begun that it has been closed. The only formality was the dedication of the path to the public, by the directors. The tow-path is owned by the Indianapolis Water Company, which gave the league the right to use it as long as it kept it in repair.

To those contemplating building such a path, it might be of interest to know how the guards are made to keep out cattle and at the same time not obstruct the free passage of bicycles. At each road-crossing there is a gate which is usually kept locked, but may be opened, under guard, on occasions of parades or big days. At the side of the gate there is a pit about three by four feet, and two feet deep. There is an oak frame set in this pit, and across it, on a level with the top, is a row of two-inch gas pipes set two inches apart. This can be crossed with a bicycle without any trouble and is scarcely perceptible in the matter of vibration, but effectually keeps out all kinds of stock. — Indianapolis Journal.

TAKE IT EASY.

NIXON WATERMAN.

DON'T you worry,
Don't you hurry;
Take it easy when you can,
Allers choppin'
'Ithout stoppin'
T' grind yer ax 's a foolish plan.

Don't keep mussin'
'Round and fussin'
Over somepin'. Some I know
'S so all-fired
Worn and tired,
Make the folks about 'em so.

Don't keep fightin'
'Ithout sightin';
Take yer time and git yer aim.
Don't ferever
Shoot and never
Bag yer proper share o' game.

Don't you borrow
Care and sorrow;
Make more progress, so I find,
Sometimes sellin'
'Round a-lettin'
Things go 'bout as they 've a mind.

Like a feller
'At 's kinder meller
'N easy like — no time to see
Some infernal
Thing eternal
Ly distressin' him and me.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say the notice was seen in the *L. A. W. BULLETIN* it will be appreciated by us as well as the manufacturer.

Folding Bicycle.

The Folding Bicycle Co., Danbury, Conn., describe their ingenious wheel in a 20-page booklet, sent for the asking.

Wood Rims.

Louis Rastetter & Son, Fort Wayne, Ind., issue an 8-page illustrated booklet, regarding their wood rims and handle-bars.

Tribune.

A pretty catalogue of forty pages, one of which is devoted to an exposition of advantages of membership in the *L. A. W.*, is issued by The Block Mfg. Co., Erie, Pa. The book is nicely printed, with many neat half-tones, and tells all about the "Tribune" cycles.

Wood Rims.

The Boston Wood Rim Co., Bedford, Mass., has issued an extensive 50-page catalogue, describing the "Boston Laminated" line of wood rim and handle-bar goods, and their place and process of manufacture. The paper and printing are of the very best, and the many illustrations are good.

A MODERN PHILOSOPHER.

THE same God is the creator of all religions.
The differences lie with the interpreters.

A LIVELY and growing mind is more likely to be attracted by a progressive Hell than an unchanging Heaven.

THE wise study the errors of others, and profit thereby; the foolish laugh at and forget them, and are forever fools.

The world will crack the devil o'er the pate
If, dressed in rags, he peep above the gate;
But let the velvet hide his cloven hoof,
He finds a welcome under every roof.

PROSPERITY flees the halls of Repudiation to bestow herself in the house of Confidence.

THE pathway to the temple of Fame leads through a canyon worn through the mountain of Difficulties by the tears of the devotees of Art.

ENDEAVORING to pluck happiness from the brambles of sin, we tear our hands to the blood of sorrow and forever after carry the scars of regret.

Though many covetous be crowned,
Their honors few with temperance wear;
The tree that tops the forest round
Must brave the winds from everywhere.

APPLAUSE should be measured by the virtues of the triumphant rather than by the vices of the overthrown. To make light of a fallen foe is to belittle our own prowess, while to add humiliation to the woes of an unsuccessful rival discovers a narrow and ungenerous mind.

WHILE the noisy man often hath little knowledge, he is less to be feared than his silent neighbor who, if he be not wise, is almost sure to be wicked.

THE wanton waste going on here day after day would feed another world. And yet there are those among us who are always hungry. — CHARLES EUGENE BANKS, in the Davenport (Ia.) *Outlook*.

A WESTERN PACE-MAKER.

EDITOR L. A. W. BULLETIN:

On August 23d, while riding through the forest from Post Falls, Idaho, to Coeur d'Alene City, a full-sized coyote bounded in the trail directly in front of my wheel. I was rolling along at an eight-mile gait, which seemed too slow for my new-found friend, for, with a broad grin on his cynical face, he struck out with a pretty hot pace. This lasted a full quarter of an hour, at least, when, seeming tired of this kind of sport, he disappeared among the scrubby pines. What do you think of our Western pace-makers, anyway? DON G. WOODWARD, No. 95,985.

IN RAISING the Devil, men lower themselves.



MUD AND SAFETY.

Some writers are clamoring for a great system of military roads over which we could hurry our armies in case of invasion by a foreign foe.

It seems to us this is not the proper view to take of it. Why not keep the roads we have in many parts of the country? No foe could pass over them. They are the best kind of protection against friend or foe who may seek to pass along them.

There are many towns so effectually hedged about with these bottomless barriers that progress can't reach them in a hundred years. They are barricaded against the world about them.

Sitting amidst a vast contiguity of mud, some communities live and rot like weeds in a bayou. Or if it is n't mud, it is sand or dust that makes traveling impossible, or, at least, unpleasant.

These towns are full of nice, mossy old citizens, who do not believe in being caught up by any new-fangled notions regarding road improvement. The poor roads they have always had are good enough. Yes, good enough for them, but not for the boys and up-to-date men.

The persistent bicycle is everywhere pleading for the cause of Good Roads. Its friends should call their forces together and battle for right things and progress.

As sure as anything can be, mud is going out of fashion. Public decency and convenience is being looked after.

WHEN all roads are good no place will be out of the world.

A ROAD-BED should be about as hard as a cheap hotel mattress.

CONTRACTS are let for the building of ninety-three miles of macadam roads in Queens County, N. Y.

ALL the largest tax-payers of Sea Cliff, L. I., are asking to be taxed for the purpose of making highway improvements.

IF THE Good Roads cause has any friends in your community ask them to prove it.

Does anybody like anybody who likes mud?

BUILDING COUNTRY ROADS.

A. B. DENNING.

The problem we have to solve in Pennsylvania is to endeavor to utilize the money and natural material at hand to the best advantage on our country roads. There is money enough expended in this State year by year which, if judiciously and practically used, in the course of a very few years would "pike" all the principal thoroughfares in the State outside of the cities and boroughs. From the best obtainable statistics we find that for the year ending May 31, 1895, the road tax levied in the several counties of Pennsylvania, outside the cities and boroughs, was \$3,622,708.76. This, of course, does not include Philadelphia county. The total mileage of public roads in the same territory is 80,000 miles. From the best obtainable information confirmed by personal observation, over a large section of the State, I am satisfied that at least one-quarter of all the roads are not worked every year. This I believe to be a low estimate. This estimate leaves 6,000 miles of road actually worked during the year, or an average expenditure of \$60 dollars per mile. Now if the provisions of the Flynn bill, passed by the last legislature, together with some contemplated amendments, were enforced, we would have a network of good roads extending all over the State at small additional expense, which would be a great boon to the traveling public, and in time add thousands of dollars to the corporate wealth for every hundred expended.

The plan contemplated is to have the roads of the State divided into three divisions, namely, State, county and township roads. All roads leading to and from one county into another, connecting county with county, I would classify as State roads, to be maintained by State appropriations. The second class should consist of the principal thoroughfares of the county leading to said State roads or arteries of commerce. These roads to be maintained by a special county tax under the direction of the county commissioners, according to the Flynn bill. I would also have the State appropriation above mentioned placed at the disposal of the county commissioners, to be expended according to the conditions of above bill. Said appropriation to be allotted to the county in proportion to the amount the county itself raised for good road improvement.

The third class would consist of the smaller roads or feeders to the county roads which would be maintained by the regular township tax, under the direction of the supervisors, but upon a more scientific basis than is conducted in some parts at present.

KEEP out of the mud by keeping the mud out of the highways.

POOR roads are public poverty.

League of American Wheelmen

.. Official Department ..

LEAGUE HEADQUARTERS,
12 PEARL STREET, BOSTON, MASS.

Officers for 1896 and 1897.

President, STERLING ELLIOTT, 12 Pearl St., Boston, Mass.

1st Vice-President, CHAS. F. CONSUM, Poughkeepsie, N. Y.

2d Vice-President, A. CRESSY MORRISON, Milwaukee Club, Milwaukee, Wis.

Treasurer, E. S. HARTWELL, 147 West 12th Ave., Denver, Col.

Secretary, ARBET BASSETT, 12 Pearl Street, Boston, Mass.

Standing Committee.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

Membership Committee.

JAMES G. REED, Chillicothe, Ohio.
W. A. HOWELL, Rockville, Conn.
CHAS. CUMMER, 2115 German St., Houston, Tex.

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GEO. L. COOPER, Box 1101, Providence, R. I.
HERBERT W. KENDRICK, Newark, N. J.
GUYLAW W. SAMS, 206 Courtland St., Baltimore, Md.

Rules and Regulations.

W. C. F. REICHENBACH, Topeka, Kan.
E. KONTOMATSKY, Oklahoma Ia.
C. C. MONGAGHAN, Santa Ana, Cal.

Highway Improvements.

ISAAC B. POTTER, Potlatch Building, New York City.
OTTO JOHNER, Milwaukee, Wis.
A. B. CRONATE, 430 Temple Cl., Minneapolis, Minn.
W. A. CONNOR, Danville, Ill.

PERRY H. RICHARDSON,
31-12 Exchange St., Portland, Me.
WALLACE SHERWOOD,
27-12 S. Delaware St., Indianapolis, Ind.
G. REINHOLD PARKER, Providence, R. I.

Transportation.

GEO. R. BIRKELL, Hotel Endicott, New York City.
R. C. NICKERSON, 201 Washington St., Boston.
BRYAN B. AYERS, 104 Walnut St., Chicago, Ill.
A. K. EDMISTON, V. Y. Life Building, Omaha.

Racing Board.

G. B. GIBSON, 12 N. 7th St., Philadelphia, Penn.
B. W. ROBINSON, 90 State St., Boston, Mass.
A. L. WATT, Cohasset, N. Y.

E. H. COFFMAN, 134 West 43 St., Cincinnati, Ohio.
FRED GELACHE, Madison Building, Chicago, Ill.
D. W. ROBERT, Leaside Building, St. Louis, Mo.
R. M. WELCH, 551 California St., San Francisco, Cal.

Auditing Committee.

J. FRED ADAMS, Haverhill, Mass.
GEO. L. McCAULEY, New York, N. Y.
JOHN J. VAN NORT, Cranford, Pa.

DIVISION OFFICERS.

Consuls and Agents should draw up division officers for supplies of application and renewal blanks, and for large literature of all kinds. Postoffice addresses will be given below.

ALABAMA. Chief Consul, M. T. Stratford, Box 468, Birmingham.

ARIZONA. Chief Consul, W. L. Pinney, Phoenix. Secretary-Treasurer, T. E. Irvine, Phoenix.

ARKANSAS. Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, W. J. D. McCarter, Hot Springs.

CALIFORNIA. Chief Consul, Charles W. Dawson, 155 Gattie Building, Colorado Springs. Secretary-Treasurer, Harry M. Booth, Box 127, Denver.

CONNECTICUT. Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, 181 Mt. Hartford.

DELAWARE. Chief Consul, S. Wallis Merriwell, 90 and Tenth St., Wilmington.

DISTRICT OF COLUMBIA. Chief Consul, W. T. Robinson, 49 24th St., W., Washington. Secretary-Treasurer, C. E. Wood, 1215 14th St., N. W., Washington.

FLORIDA. Chief Consul, Daniel H. Ground, 304 West 24th St., Jacksonville.

GEORGIA. Chief Consul, M. J. Hirsch, Marietta.

ILLINOIS. Chief Consul, L. C. Jacquish 434-435 Unity Building, Chicago. Secretary-Treasurer, George D. Locke, 119 West Pearl St., Jerseyville.

INDIANA. Chief Consul, Wallace Sherwood, 279 So. Delaware St., Indianapolis. Secretary-Treasurer, Chas. G. Mueller, 667 Virginia Ave., Indianapolis.

IOWA. Chief Consul, E. Kontomatsky, Okaloosa. Secretary-Treasurer, A. C. Miller, 1426 East Grant Ave., Des Moines.

KANSAS. Chief Consul, W. W. Webb, Cleveland Hotel, Topeka. Secretary-Treasurer, W. C. F. Reichenhach, Box 205, Topeka.

KENTUCKY. Chief Consul, John W. Clendening, 1614 Scott St., Covington. Secretary-Treasurer, Owen Lawson, 2120 W. Jefferson St., Louisville.

LOUISIANA. Chief Consul, Harry H. Hodgson, 143 Carondelet St., New Orleans.

MAINE. Chief Consul, Will H. Bryant, Biddleford, Secretary-Treasurer, Percy H. Richardson, 31-12 Exchange St., Portland.

MARYLAND. Chief Consul, Conway W. Sams, 206 Courtland St., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law Building, Baltimore.

MASSACHUSETTS. Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Alfonso D. Perk, 777 Tremont St., Boston.

MICHIGAN. Chief Consul, Robert G. Steel, St. Johns. Sec.-Treas., Leo A. Caro, City Hall, Grand Rapids.

MINNESOTA. Chief Consul, M. L. Knowlton, 1307 Fourth St., N. E., Minneapolis. Secretary-Treasurer, J. L. Wilson, Winona.

MISSISSIPPI. Chief Consul, H. S. Wright, Vicksburg. Secretary-Treasurer, Geo. F. Baker, Jackson.

MISSOURI. Chief Consul, Robert Holm, 1554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 496 Orange St., St. Louis.

MONTANA. Chief Consul, Theo H. Emery, Helena.

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NEVADA. Chief Consul, A. C. Helms, Reno. New Hampshire. Chief Consul, G. H. Phipps, Abbott Street, Manchester. Secretary-Treasurer, F. E. Gale, 59 State St., Concord.

NEW JERSEY. Chief Consul, Robert Gentile, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 309, Trenton.

NEW YORK. Chief Consul, Isaac B. Potter. Secretary-Treasurer, W. S. Bull. Office of the division, Vanderbilt Building, New York, N. Y.

NORTH CALIFORNIA. Chief Consul, F. H. Kerrigan, New City Hall, San Francisco. Secretary-Treasurer, Stanley G. Scott, 192 Fulton St., San Francisco.

NORTH CAROLINA. Chief Consul, P. Heinsberger, Jr., Wilmington.

NORTH DAKOTA. Chief Consul, Oscar S. Cheney, Grand Forks.

OHIO. Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, E. A. B. Howson, Chillicothe.

OKLAHOMA. Chief Consul, Charles L. Wenner, Perry. Secretary-Treasurer, Reuben Harrison, 224 Chickasaw Ave., Oklahoma City.

OREGON. Chief Consul, A. Inglis Dornell, 371 6th St., Portland. Secretary-Treasurer, Frank M. Wells, 20 W. 10th Building, Portland.

PENNSYLVANIA. Chief Consul, Samuel A. Boyle, District Attorney's Office, Philadelphia. Secretary-Treasurer, P. S. Collins, Box 1177, Philadelphia.

RHODE ISLAND. Chief Consul, George L. Cooke, Box 140, Providence. Secretary-Treasurer, Nelson H. Gibbs, 285 Westminster St., Providence.

SOUTH CALIFORNIA. Chief Consul, C. C. Mongaghan, Santa Ana. Secretary-Treasurer, J. A. Kelly, 311 New High St., Los Angeles.

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TEXAS. Chief Consul, E. W. Hope Sherman. Secretary-Treasurer, C. F. Wilms, 179 Elm St., Dallas.

UTAH. Chief Consul, C. N. Butler, Box 84, Salt Lake City. Secretary-Treasurer, W. S. Evans, Box 487, Salt Lake City.

VERMONT. Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, G. W. Grandy, Burlington.

VIRGINIA. Chief Consul, A. A. O'Neill, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON. Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, Percy L. Sinclair, Tacoma.

WEST VIRGINIA. Chief Consul, Charles H. Gieger, 1009 Main St., Wheeling.

WISCONSIN. Chief Consul, W. A. Brown, Marquette. Secretary-Treasurer, M. C. Roder, 9-15 Water St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne. FOREIGN MARSHAL: Joseph Pennell, Care J. S. Morgan & Co., 21 Old Broad St., London, E. C.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.
Dues Not to be Enclosed (the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., twenty-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and to send me a subscriber under the provisions of Articles 111 and 112 of the L. A. W. constitution.)
I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League numbers (or three other reputable citizens) named below.

Name _____
Street or Box _____
City or Town _____
State _____
Cycle Club _____
Write references on right below.

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.
DUES: \$1.00 — I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number _____
Date of Expiration _____
Name _____
Street and No. or P. O. Box _____
City _____
State _____
City and Division in which my home is located (to be written in full and attached to Bulletin when it is supplied at date of expiration. I now have 60 days in which to renew.)

36" If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped in the holder, send 50 cents. Celluloid holder, 10 cents. AMORY BANGS, 12 Pearl St., Boston, Mass.

Property of GEO. T. LAWRENCE, No. 46104,
141 Madison ave., New York.

from the bicycle house of Thos. T. De Voe,
Crown, N. Y., No. 10787, Saturday, Sept. 5, 1896,
No. 10787, a "Remington" open frame without
pump. Chain drive of 1895. Dunlop tires, with
No. 10787, 1895 make; No. 11340. Address
Thos. T. De Voe, Secretary Eastmans Co., of New
York, 15th and 12th ave., New York, N. Y.

Month 1st Aug. 1896, a man about twenty-five years
of age giving his name as J. Anderson, of 246 East
4th St., City, rented an 1895 Cleveland-Spicer bicy-
cle, No. 13264, and has failed to return it.
May be given a false one. AMOS SHILLEY, 935
Main, New York.

WISCONSIN DIVISION.

The following are the nominees for office:

For 1st Gen'l. Com'l.
M. C. Rotter, Milwaukee.
F. J. Morawetz, Milwaukee.
For Sec'y.
H. M. Baldwin, Kenosha.
W. S. McArthur, La Crosse.
For 2nd Gen'l. Treasurer:
Geo. K. Mead, Sheboygan, (no opposition.)

For Representatives:
H. Baird, Neenah.
H. Van Arsdale, Racine.
Ben Hooper, Oshkosh.
W. H. Field, Green Bay.
L. J. Pierson, Milwaukee.
H. P. Andrae, Milwaukee.
N. E. Lindquist, Marinette.
J. D. Weinstock, Brandon.
F. E. Spring, W. Superior.
H. E. Pomeroy, Appleton.
E. A. Savage, Milwaukee.
H. E. Ferguson, Waupun.
S. C. Newman, Kenosha.
Joseph Brenk, Milwaukee.

Official ballots will be mailed before October 15th,

and every member is urged to cast his vote.
Our membership at the present time entitles us to the
demon of eight representatives. Each member may
forward select eight men to vote for State Representa-
tives.

Committee to count ballots:
F. R. Rittel, Milwaukee.
F. P. Van Valkenburgh, Milwaukee.
W. C. Neilson, Milwaukee.

MARYLAND DIVISION.

The Members of the Maryland Division:

In accordance with Article 1 of the By-Laws, a
convening convention will be held at Maryland Bi-
cycle House, Mt. Royal avenue, Baltimore, at
7 P. M., Wednesday, Oct. 14, 1896, for the purpose
of electing officers for the Maryland Division for
the coming year.
In compliance with Paragraph C, Section 2 of the
By-Laws, a general assembly of all the unattached
members in Baltimore and vicinity is called to meet at
the City Hotel, Frederick, at 10 A. M., Wednesday, Oct. 14, 1896, for the purpose
of electing delegates to the nominating conven-
tion. For the same purpose meetings of the unat-
tached are called for the same hour and date at the
Hotel Hamilton in Hagerstown, at Queen City Hotel in
Frederick, at the City Hotel, Frederick, at the Hotel
Hamilton, Westminster, at Dielman's Hotel, New
Windsor, at the Hotel Maryland, Annapolis, at the
Howard House, Elliott City, at the Voshell House,
Federal, at the Federalburg Hotel, Federalburg,
at the Cambridge Hotel, Cambridge, at the Eastern
York House, Cranford, and at the Herbert House,
Lancaster. It is desirable to have as large a delegation as
possible at the nominating convention from the unat-
tached, and all unattached members are urged to at-
tend the preliminary meetings as outlined above. It
is to be that some of the localities named there are
not enough members to elect a delegate. In that
event it is suggested that two or more of the localities
unitedly pre-arrangement among themselves and
elect a delegate.

Reference is requested to Article 3 of the By-Laws
for the arrangements in relation to the election of
officers.

CHAS. CRAWFORD, W. SAMS,
Chairman, Maryland Div., L. A. W.
Baltimore, Sept. 9, 1896.

GEORGIA DIVISION.

Local Councils and Members:—All members con-
tributing for prizes which are now giving for new
members, will have to send applications with the
prizes payable to A. Russell, Sec'y.

It is not desired that send them as soon as
they receive them, and I will give you credit for them
if you member put his shoulder to the wheel, and
will finally form a division.

M. J. Hines, Chief Council.

Sept. 10, 1896.

MICHIGAN DIVISION.

Official nominations by the Board, at meeting held in
Kalamazoo, Sept. 2, 1896.
Roll: G. Reed, St. Johns, Chief Consul.
Edward N. Hines, Detroit, Vice Consul.
Leo A. Caro, Grand Rapids, Secretary-Treasurer.

BOARD AT LARGE.

Percy N. Morris, Kalamazoo.
W. B. Hurst, Escanaba.
Geo. W. Ewert, W. Bay City.
G. H. Scharf, Ypsilanti.

LEO A. CARO, Sec'y-Treas.

IOWA MEMBERS, ATTENTION!

A CHANCE TO HUSTLE.

After Sept. 1, 1896, and until the close of the League
year, Dec. 1, 1896, we will offer a cash prize of twenty-five
cents for each application sent to the secretary-
treasurer of the division.

Conditions to be complied with are as follows:
All applications must be sent to A. C. Miller, Sec'y-
Treas., 1426 E. Grand ave., Des Moines, Ia.

Each application must be accompanied by the full
fee of \$2.00, and state clearly to whom the cash com-
mission is to be credited, and give League number.
At the close of the League year, Dec. 1, I will remit
to each one the amount due him, as shown by my re-
cords in accordance with above.

The offer is open to any member of the
division, regardless of whether he is a local consul or
not. We want one thousand new members yet this
fall, and must have them. Here is a chance for you to
do good work for the League and at the same time do
something for yourself. Hustle.

A. C. MILLER, Sec'y-Treas.

DES MOINES, Sept. 1, 1896.

PENNSYLVANIA DIVISION.

To all Members: Wherein are warned that the
borough of Sharon Hill, Pa., on the Chester pike, has
passed an ordinance prohibiting riding without a lamp,
under penalty of a fine and costs. Officers are out at
all hours of the night to catch unwary and lawless wheel-
men.

SAMUEL A. BOYLE.

PHILADELPHIA, August 31, 1896.

PENN. OFFICIAL HANDICAPPER.

Due to the previous leniency of the L. A. W. handi-
capper in this district in handicapping bicycle races
within a day or so of the running of the races, and the
danger of the race promoters presuming on this prac-
tice, he now wishes to state that he cannot be held re-
sponsible for entries not in his hands at least five days
previous to the date of the races.

A. G. POWELL, Official Handicapper.

PENNSYLVANIA.

The following nominations for officers in the Penn-
sylvania Division have been made; other nominations
may be made until the next meeting of the by-laws
governing the same, before October 15th:

Chief Consul, Samuel A. Boyle, Philadelphia; Vice
Consul, Thomas J. Keenan, Jr., Pittsburg; Secretary-
Treasurer, P. S. Collins, Philadelphia.

First Division.

(Philadelphia only).

W. R. Tucker, C. A. Dimon, A. H. Allen, J. J.
Gieselman, Joseph Estoclet, L. Lebanon, Lancaster,
York, Dauphin, Adams, Franklin, Cumberland, Perry,
Juniata, Huntington, Fulton and Mifflin counties.

Chas. G. Wilson, Reading; C. H. Oberster, Lancas-
ter; F. F. Soodgrass and A. H. Hare, Harrisburg; J.
McKee, Bethlehem; A. J. Wanner, Norristown; W.
P. Swartz, York; G. H. Beardsley, St. Davids.

Second Division.

(Including Delaware, Chester, Montgomery, Berks,
Bucks, Lehigh, Northampton, Lebanon, Lancaster,
York, Dauphin, Adams, Franklin, Cumberland, Perry,
Juniata, Huntington, Fulton and Mifflin counties.)
Chas. G. Wilson, Reading; C. H. Oberster, Lancas-
ter; F. F. Soodgrass and A. H. Hare, Harrisburg; J.
McKee, Bethlehem; A. J. Wanner, Norristown; W.
P. Swartz, York; G. H. Beardsley, St. Davids.

Third Division.

(Including Pike, Monroe, Wayne, Susquehanna,
Columbia, Carbon, Schuylkill, Luzerne, Columbia,
Wyoming, Bradford, Sullivan, Tioga, Lycoming, Moun-
tain, Northumberland, Snyder and Union counties.)
A. Godfrey and Charles M. Carr, Scranton; A.
B. Knapp, Williamsport; Frank Dietrick, Wilkes
Barre.

Fourth Division.

(Including Potter, McKean, Elk, Cameron, Clinton,
Centre, Clearfield, Blair and Bedford counties.)
John E. Harter, Clearfield; Dr. D. M. Easter, Al-
toona; George F. Bush, Bellefonte.

Fifth Division.

(Including Somerset, Cambria, Indiana, Armstrong
Westmoreland, Fayette, Tioga, Washington and Al-
legany counties.)
Charles F. Fung, Warehous; Jos. C. Head,
Lafayette; John B. Taylor, Harvey Patterson and
James J. Libbey, Pittsburg.

Sixth Division.

(Including Erie, Crawford, Warren, Forest, Jeffers-
on, Clarion, Venango, Mercer, Butler, Lawrence and
Heaver counties.)
Charles A. Mertens, Erie; H. S. Robinson, Mead-
ville; C. W. Pearce, New Castle.

P. S. COLLINS, Sec'y-Treas.

EXPIRATIONS.

Memberships numbered up to and including
No. 87,772
have expired by limitation, and should be renewed at
once if this has not been done.

Expirations in September, 1896:

Sept. 6	87,107 to 87,349
" 13	87,350 to 87,872
" 20	87,873 to 88,127
" 27	88,128 to 88,517
Oct. 4	88,518 to 88,771

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for mem-
bership received up to Monday preceding this date, and
published in accordance with Article III of the con-
stitution.

Tickets will be issued fourteen days after publication
of names.

Members are requested to examine carefully these
lists as they are published and to report errors and
omissions to the secretary. In order that no objec-
tionable person may unite with the League, members are
given the right to protest, but such protest must be re-
ceived by the secretary within two weeks from the date
of publication, and contain specific charges, as far as
it is possible to make them. All such communications
will be considered confidential.

The application list is closed on noon on Saturday
preceding day of publication. All applications re-
ceived after that hour must go over to the list of the
following week.

Send two 2-cent stamps for Constitution and By-Laws.

Boston, Sept. 18, 1896.
Total, 2022-401,810.

Over 130,000, ALABAMA, 1-533.

Unattached. Birmingham

494 Batley, C. S., 1801 34 Ave. Over 130,000, ARIZONA, 1-123.

Unattached. Congress

495 Hart, V. P. Over 130,000, ARKANSAS, 2-230.

P. B. C.

496 Adams, Geo. H. cr. Graphic Pub. Co., Fine Bluff

Unattached. Camden

7 "Nash, Miss Laura. Over 130,000, COLORADO, 4-729.

Unattached. Monroe

498 Dole, C. P. Over 130,000, CONNECTICUT, 2-1271.

Unattached. Montrose

499 Fraser, Frank F., " "

500 Miller, Fred, " "

1 Stillson, Perry, " "

Over 130,000, CONNECTICUT, 2-1271.

Unattached. Ridgefield

502 Russell, H. P., " "

3 Mayhew, J. E., " Windsor

Over 130,000, GEORGIA, 10-84.

Good Roads B. C.

504 Alexander, W. D., 69 No. Pryor, Atlanta

Unattached. At.

505 Anderson, Harvey L., 60 Peachtree st., " "

506 Fisher, H. R., 101 Forrest ave., " "

507 Hart, Geo. L., P. O. Cambridge House, " "

Holyoke, Mass.

508 Lester, F. G., 57 Equitable Bld'g., " "

509 Matthews, E. L., V. M. Y., " "

1 Stockell, Fred C., 517 Equitable Bld'g., " "

2 Stockell, H. C., 517 Equitable Bld'g., " "

3 Walker, C. A., 117 Piedmont, " "

4 Chesire, W. B., 159 Lloyd, " "

5 Pigott, H. J., 73 No. Pryor, " "

6 Smith, Geo. A., C. Orange st., " "

7 Fether, Morris, 150 Mulberry st., " "

8 Johnson, H. H., 208 Second st., " "

9 Taylor, Melbury H., Cherry & 2d st., " "

Over 130,000, ILLINOIS, 11-3071.

Bellefleur League, Chicago

520 Thomson, W. A., 300 So. Charles, Belleville

Maywood W.

1 Jensen, B. C., box 361, Maywood

2 Kennen, B. C., 513 Marion st., " "

Unattached. Oak Park

3 Gardner, J. K., box 385, Ridgeview

Unattached. Arlington

4 Swan, C. F., " "

5 Loney, M. T., " "

6 Kuzminsky, Maurice W., 166 Randolph, " "

7 Gates, Dr. Wm. R., 2725 No. Lincoln, " "

8 Streiber, Minnie L., " "

9 Huegely, Julius, box 9, " "

520 Montgomery H., " "

1 Montgomery, Edward B., 134 No. 8th st., " "

2 Nichols, F. C., III, 8 & S. Home, " "

3 Spink, Fred W., III, 8 & S. Home, " "

Over 130,000, INDIANA, 2-932.

- M. C. & A. C. Adams, W. Somerville
534 Mathews, J. H., cr. W. Traw. Co., Madison
Unattached.

Over 130,000, IOWA, 5-1419.

- K. W. W.
636 Cassidy, W. A., 28 South St., Keokuk
5 Delano, Chas. W., Kellogg Barge Co.,
8 Micks, Montgomery, 618 Franklin.
Unattached.
9 Fleming, Stanhope, 705 Clark st.,
Des Moines

Over 130,000, KANSAS, 6-704.

- Unattached.
641 Gilson, R. W., Blue Rapids
2 Smith, W. R.,
3 Jones, Frank, Dighton
4 Root, E. F., Jr., Lebanon
5 Dubbs, O. V., Ranam
6 Armstrong, R. M., A. T. & S. F. Ry.
Mech. Dep't., Topeka

Over 130,000, KENTUCKY, 3-1241.

- Unattached.
647 Milward, Wm. R., Jr., 9 E. Short st.,
Lexington
8 Chesa, W. E., 1229 4th, Louisville
9 Steer, John G., 5125 Portland ave.,
" "

Over 130,000, LOUISIANA, 14-205.

- Southern W.
550 McCurdy, A. A., 1810 Dryades, New Orleans
1 Memory, E. J., 323 Baronne st.,
" "

Over 130,000, MAINE, 1-463.

- Unattached.
2 Barnett, J. A., Centerville
3 Barnett, Rob't. S.,
4 Marout, Earl S., box 12,
5 Kaskas, Chas. W., box 1506, New Orleans
6 Edwards, David, 140 Front st.,
7 Glass, J. B., 719 Harmony st.,
8 Janisawski, Theodor, 625 St. Charles,
9 Memory, H. C., 823 Baronne,
580 Mugler, E. Adolph, 206 Chartres,
1 Parker, Walter, box 1506,
2 Poursale, R. S., box 1506,
3 Roder, Henry, box 1506,
Over 130,000, MASSACHUSETTS, 44-9209.

- Central Wheel Club
564 Rankin, John W., 62 Cedar st., Rockland
Over 130,000, MARYLAND, 5-1122.

- Unattached.
565 Friedlander, Julian, 1126 No. Carroll-
ton, Miss Ethel.
6 Cordy, Miss Ethel.
7 Garwood, Wm. S., 1025 No. Carey st.,
8 Stillman, John S., 1430 Palerson ave.,
9 Vallant, Joseph G., 714 Madison ave.,
Over 130,000, MASSACHUSETTS, 44-9209.

- Mass. B. C.
570 Huston, Geo. K., 381 Wash. st., Boston
Conn. Valley W.

- 1 Waite, Len. B., 167 High st., Springfield
2 Maynard, Robert D., 476 Main,
Unattached.
3 Dill, E. W., Fulton st., Boston
4 Fiedling, J. Walter, 70 Clinton,
5 Goubranson, P. O., 81 West st.,
6 Hersam, Mrs. Louise, 1761 Wash. st.,
7 Lane, Herbert R., 24 Bedford st.,
8 Lombard, William D., 166 Devonshire,
9 Lombard, Hattie M., 166 Devonshire,
580 Peirc, Bonica, 166 Devonshire,
Barrett, Richard F., Main st., Concord
2 Barrett, William, Main st.,
3 Haley, C. H., Adams st., East Millon
4 Lopez, Fred, 127 Columbia st., Fall River
5 Brooks, Arthur Anderson, 9 Congress,
Greenfield

- 6 Harrington, Miss Mary A., Holbrook
7 Jennings, Wm. H., 6 Heber st.,
8 Willard, Geo. C., Mattapan
9 Allen, Mrs. Lucy F., 40 Russell st., Melrose
590 Clarke, Edwin H., 17 Pearl st., Middleboro
1 Merrill, Frank H., 9½ Tring st.,
Newburyport

- 2 Cook, Mrs. Mary, 86 Walnut st., Neponset
3 Worth, Henry B., 15 Wash. st., New Bedford
4 Cary, John W., 64 Allen st.,
5 Brady, Miss Alice M.,
6 Rhodes, Miss Sadie J.,
7 Upham, Geo. H.,
8 King, Alfred,
9 Larned, Mrs. H. A.,
600 Hindman, Walter P., 121 Florence,
Roslindale

- 1 Sutherland, Daniel A., 22 Pleasant st., Salem
2 Connel, H. T., 21 Norman,
3 Wise, Arthur M., 771 B'way, So. Boston
4 Edwards, Madison, Union st.,
Vineyard Haven
5 Woodward, Lewis W., 178 Chestnut,
Waltham

- 6 Elder, A. H., Davis st., West Newton
7 Dotch, Dana M., 16 Cross st.,
8 Putnam, A. B., box 604,
9 Redmann, Frank H., box 32,
Westside

110 Baker, John H., 326 Summer st.,

- 1 Vaughan, Fred E., W. Somerville
2 Mansfield, Chas. L., 28 Kilby st., Worcester
3 Morgan, Ralph, 21 Lincoln st.,
" Over 130,000, MICHIGAN, 10-889.
Unattached.
614 Fee, Harry A., 32 No. Locust, Adrian
5 Holmes, Geo., 164 Jefferson st.,
" Benton Harbor
6 Edison, M. J., 1077 Warren ave., W.,
Detroit

- 7 Jupp, Wm. C., 123 Jefferson ave.,
8 Laramie, D. J., 201 Woodward ave.,
9 Linn, David, Kalamazoo
10 Linn, Mrs. David, Kalamazoo
11 McDowell, Wm., 217 E. Walnut,
2 Perrin, C., 1033 First st.,
3 Baxter, Stewart W., Wyandotte
Over 130,000, MINNESOTA, 2-430.

- 12 McMaisters, E. K., 253 1st ave., Minneapolis
5 Montgomery, Geo. F., box 398,
Over 130,000, MISSOURI, 23-2,087.
6 Crawford B. C.,
626 Scully, R. M., 1542 No. 17th, St. Louis
Tower C. C.

- 7 Bray, H. H., 1106 Penrose st.,
8 Brennan, R. H., 919 Salisbury st.,
9 Cash, O. S., 3014 No. 11th st.,
630 Gerdes, H. G., 3019 No. 20th st.,
1 La Barge, F. J., 4009 No. 20th st.,
2 Morey, S. A., 4121 9th ave.,
3 Munsherg, F. H., 4313 No. 14th st.,
4 Nolte, A. C., 1416 Penrose st.,
5 Kenneth C. C.,
6 Wiltschko, Arthur D., 4030 Scanlan pl.,
Glasgow

- 6 Schuckalford, Geo. C.,
7 Talbot, Jas. A., Welsh, Hinchman
Clyde Co., Kansas City
8 Arnold, Miss Emma, 4101 Morgan st.,
St. Louis
9 Dresser, L. J., Collins & Biddle,
640 English, T. J., 1945 Congress st.,
1 Gradon, Percival C., 7201 No. B'way,
2 Mulligan, C. G., 510 No. Main,
3 New, H. G., 311 Union Trust,
4 Noel, Mrs. H. G., 5025 Cates ave.,
5 Polstedter, P. E., 3101 Grand st.,
6 Selkirk, Ben. J., 3405 Pine,
7 Wheeler, H. E., 3611 Palm,
8 Welsh, Henry R., 707 Chestnut st.,
Over 130,000, NEBRASKA, 3-363.

- Unattached.
649 Le Masten, J. W., No. Platte
660 French, Edwin A., 4736 No. 30th st., Omaha
Over 130,000, NEW HAMPSHIRE,
10-344.
Unattached.
651 Thorndike, Miss Edie M., 55 So. Main,
Concord

- Over 130,000, NEW JERSEY, 41-4291.
A. F. W.
652 Dingie, John R., 501 7th ave., Asbury Park
Hackensack
3 Knudsen, W. D., Bogota
4 Knudsen, W. D.,
5 Coaling, Cook, box 26, Rutherford
6 Ovi B. C.,
7 Moyer, Samuel S., box 14, Bordentown
8 Broadway K. L. C., Camden
6 Fry, Geo. E., 613 Broadway,
7 Barnes, D. W., 54 West Scott pl., Elizabeth
8 Stiles, Jas. E., Washington st., Morristown
Unattached.
9 Clark, Walter W., Virginia ave.,
Atlantic City

- 9 Hall, Miss I. M., box 61, Avondale
600 Madison Robert, 52 Bay ave., Bloomfield
1 Steelman, Daniel R., 419 Chambers, Camden
2 Barnes, D. W., 54 West Scott pl., Elizabeth
3 Peppin, Ferdinand P., 249 W. Grand st.,
4 Scharlock, Miss, 653 N. Broad, Elizabeth
5 Wright, J. C., Edgewater Park
6 Goldschmidt, Edw., Hackensack
7 Goldschmidt, Florence E.,
8 Runce, Chas. M., 50 10th st., Hoboken
9 Jones, Chas. A., 1221 Bloomfield st.,
670 Leventis, C. W., 131 Washington,
1 Schott, Henry J., 305 Clinton st.,
2 Weinberg, H., 1118 Bloomfield st.,
3 Chambers, T. R., M. D., 462 Jersey
Jersey City

- 4 Morton, J. Edgar, Marshville
5 Clay, Geo. B. L., M. D., Chester ave.,
Morristown
6 Fisher, O. Clifford, Millstone
7 Schroeder, Miss Lena, 195 Orange
Midclair
8 Cooper, J. Howard, M. D., Middleburg
9 Horner, C. H.,
Neshanic
80 Wyckoff, Ira,
1 Lovell, F. J., 138 Sherman ave., Newark
2 Davis, G. H., box 54, No. Long Branch
3 Fitch, Mallory Knowles, 60 High st.,
Passaic
4 Robert, H. C.,
5 Hollister, Geo. B., Rutherford
6 Morris, William, box H., Salem

- 7 Ramsey, Geo. B., box 128,
8 McLaren, Wm. S., M. D., Spring Lake
9 Holm, Edwin S., Robert ave., Summit
660 Pierson, H. L., Jr., box 98,
1 Birecht, David E., Warren & Fall, Trenton
2 Ryan, J. C.,
Over 130,000, NEW YORK, 109-42,209.

- A. C. W.
663 Stein, Chas. M., 56 Him., Alban
Unattached.
4 Foster, Gibson, 235 Glenmore ave., Brooklyn
5 Gilbert Wheelmes,
6 Arnsberg, J. L., 209 Montague, Brooklyn
7 Dimple Wheelmes,
8 Bagnall, W. A., 304 13th st.,
Beymour C. C.
9 Trooster, Louis C., 146 Wythe ave., Brooklyn
10 Bamber, C.,
11 Timmins, Harry W., 126 E. North, Buffalo
Metropolitan B. Co.
660 Gilbert, Joseph, 156 West 58th, New York
700 Linden, A., 15 W. Boulevard,
1 Linden, Mrs. Emily, 15 W. Boulevard,
2 Percival Wheelmes,
3 Woodruff, Miss May, 801 West 12th,
Touring Club of France.

- 4 Demetre, André, 51 Franklin st.,
5 Richmond Co. Wheelmes,
6 Garbe, Oscar, box 197,
Conley W.
7 Roomage, Frank G., 456 W. 23d st.,
8 Anderson, W. H., 106 West 18th st.,
9 Girard, Wm. A., 106 West 118th,
8 Smith, W. H., 685 5th ave.,
9 Teter, A. S., 495 West 33d,
Greenwich
710 Goettel, Wm., 232 8th ave.,
Harlem Wheelmes.

- 1 Pettibone, W. L., 44 Pine,
2 Geyer, Ed. J., 190 Park ave., Rochester
3 Wagh, Ir. L. M. B., 1 East ave.,
Wanderer C. C.
4 Sawin, Louis J., (P. O. 9 Friendship
Unattached.
5 Angus, Chas. H., 474 Clinton ave., Albany
6 Bland, Geo., 115 Lancaster,
7 Johnson, J. Henry, Dudley Observatory,
8 Gism, Wm. A., 110 Washington ave.,
9 Shaw, Mrs. Charles F., 334 State,
720 Wama, Theo. H., 667 Broadway,
1 Brown, Alexander B., box 42, Babylon
2 Hecker, William F., box 58,
3 Conrad, Miss Nees, 867 Lafayette,
Brooklyn

- 4 Carr, Frank D., 112 Hancock,
5 Davison, Richard L., 71 Milford,
6 Bland, Geo. D., 145 Canal,
7 Hunt, Alfred B., 416 Hayes,
8 Hurl, Mrs. A. B., 416 Hayes,
Lindemann, Hans, 1101 Broadway,
730 Thompson, A. W., 866 Gates ave.,
1 Conaty, John B., 192 South 9th,
2 Cook, Edgar H., 673 Hancock,
3 Curless, S. B., 51 Tompkins pl.,
4 Demarest, Mrs. A., 446 Marcon,
5 Hinkson, J. R., 875 9th st.,
6 Kenny, G. W., 250 9th st.,
7 Mow, J. T., 506 Fulton,
8 Markie, Mrs. Carrie K., 146 Nassau
" "

- 9 O'Neill, George M., 185 12th st.,
740 W. 12th, 185 Carlton re.,
1 Oakley, Mrs. Emma M., 183 Carlton
" "

- 2 Oswald, Herman, 9 Chestnut,
3 Bland, Geo. D., 145 Canal re.,
4 Tauber, H. P., 408 7th ave.,
5 Taylor, E. L., 208 Ryecon,
6 Vreeland, J. H., 111 Keap st.,
7 Wadsworth, Henry, Jamaica ave. and Rich-
mond st.,
8 Woodward, Mrs. M. L., 266 Ryecon,
9 Conrad, Fred, 185 E. 12th st., Buffalo

- 750 Mason, Walter C., Buffalo County,
1 Embury, H. H., 1018 Guaranty b'dg.,
2 Smith, T. S., 452 So. Barstons,
3 Bland, Geo. D., 145 Canal, Cobles
4 Sheridan Walk, Cooney Island
5 Beebe, H. L., 19 N. Chopin, Cortland
6 Manchester, Mrs. G. R., Marie

- 7 Gilbert, Henry K., 609 Park pl., Elmira
8 Brunner, Robert J., 76 Occa ave., Flatbush
9 Ryan, James, Travers st., Fordham
10 Edward E., Kingsbridge Road,
700 Valentine, Wm. H., Briggs ave.,
1 Clark, Clara J.,
2 Bland, Geo. D.,
3 Hant, Fred M., High st.,
4 Abrams, Thomas, 642 4th ave.,
5 Gayell, Wm. H.,
6 Lovell, F. J., S. Main st.,
7 Crain, William W., box 1463,
8 Staples, John A., 100 So. William,
9 Sinker, Edward C.,
770 Becker, Dr. C. F. W., 60 East 58th,
1 Burke, Miss Annie I., 426 East 58th,

- 2 Oswald, Herman, 9 Chestnut,
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5 Taylor, E. L., 208 Ryecon,
6 Vreeland, J. H., 111 Keap st.,
7 Wadsworth, Henry, Jamaica ave. and Rich-
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8 Woodward, Mrs. M. L., 266 Ryecon,
9 Conrad, Fred, 185 E. 12th st., Buffalo

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7 Crain, William W., box 1463,
8 Staples, John A., 100 So. William,
9 Sinker, Edward C.,
770 Becker, Dr. C. F. W., 60 East 58th,

- 2 Butman, John H., 227 Bowery. " "
- 3 Chase, Carl G., 354 East 83d. " " "
- 4 Cornell, Joseph B., 300 East 120th. " " "
- 5 Dodge, D. Frank, Herald Sq. Theatre. " " "
- 6 Engel, Jos., 426 West 40th. " " "
- 7 Fox, James, Herald Sq. Theatre. " " "
- 8 Ewens, Louis, 121 Spring st. " " "
- 9 Kirsner, Samuel, 12 West 4th. " " "
- 10 Lange, Julius F., 342 West 38th. " " "
- 11 Lee, Augustus H., 77 Leonard. " " "
- 12 Marry, Bernard, 414 West 51st. " " "
- 13 Munkert, Louis F., Jr., 125 West 51st. " " "
- 14 Musil, Julius, 17 East 89th. " " "
- 15 O'Brien, James H., 248 East 23d. " " "
- 16 Perkins, Frank W., 422 Broadway. " " "
- 17 Rogers, C. L., 2900 8th Ave. " " "
- 18 Smith, L. S., 106 East 51st. " " "
- 19 Scott, Dr. George, 102 West 75th. " " "
- 20 Tansella, George M., 62 Wall st. " " "
- 21 Tansella, Alfred, 342 West 57th. " " "
- 22 Tansella, Chas. E., 93 Elizabeth. " " "
- 23 Uhl, Oswald W., 113 East 60th. " " "
- 24 Wolf, Jacob, 1640 Madison Ave. " " "
- 25 Weber, William F., 151 West 99th. " " "
- 26 Hays, J. C., "Alpine," Broadway and 83d st. " " "
- 27 Pittsburg, Samuel G., 109 West 56th st. " " "
- 28 Abrams, H. B., 240 Columbus Ave. " " "
- 29 Barnes, Herbert S., 100 Broadway. " " "
- 30 Beyer, Don L., 39 Cortlandt. " " "
- 31 Beyer, W. W., 349 West 54th. " " "
- 32 Bruckmole, D. D., 69th st. and Madison Ave. " " "
- 33 Barnum, Arthur, 828 Lexington Ave. " " "
- 34 Jones, J. Joe, 20 Willam St. " " "
- 35 Coddington, I. P., 150 5th Ave. " " "
- 36 Duffy, John H., 66 Duane. " " "
- 37 Durlinson, C. H., 44 Broad. " " "
- 38 Eisenler, Louis W., 795 Lexington Ave. " " "
- 39 Frankenheim, Samuel, 531 Lexington Ave. " " "
- 40 Fink, D. W. C., 52 West 23d. " " "
- 41 Gude, Edward C., (G. T. C.) Chelsea sq. " " "
- 42 Green, J. Edward, 30 West 9th. " " "
- 43 Grogg, Charles H., 10 West 135d. " " "
- 44 Heckman, John, 178 East 51st. " " "
- 45 Hammerstein, Arthur, Broadway and 46th. " " "
- 46 Jones, M. H., Jr., 145 East 111th. " " "
- 47 Krell, John, 262 West 34th st. " " "
- 48 Kahn, William, 507 W. Boulevard. " " "
- 49 Lawrence, G. T., 120 West 90th. " " "
- 50 Lawrence, G. F., 120 West 90th. " " "
- 51 Lee, Sadie E., 409 East 123d. " " "
- 52 Moore, Abe, 154 Chambers. " " "
- 53 Nicholas, W. J., 409 St. Nicholas Ave. " " "
- 54 McCabe, Edward J., 339 East 79th. " " "
- 55 Norton, J. Wilson, 216 West 125th. " " "
- 56 Pickering, A. D., 150 5th Ave. " " "
- 57 Ross, Emil A., 25 East 3rd. " " "
- 58 Seale, Mrs. W. W., 35 Bank Metropolis. " " "
- 59 Seale, Ray, 104 West 132d. " " "
- 60 Schwab, Gustave, Jr., 2 Bowling Green. " " "
- 61 Taper, E. B., 203 East 48th. " " "
- 62 Taylor, Jers. C., 35 East 39th. " " "
- 63 Walker, Dr. J. B., 83 East 33d. " " "
- 64 Walker, Charles, 1598 5th Ave. " " "
- 65 Walker, Henry, 705 Lexington Ave. " " "
- 66 Walter, Alice, 795 Lexington Ave. " " "
- 67 Willis, John, 30 Warren st. " " "
- 68 Yage, Carrie D., 77 Clinton. " " "
- 69 Palmer, Alfred M., 107 Union. " " "
- 70 Beck, John R., Palatine Bridge " " "
- 71 Bell, Thaddeus, H. Jr., Liberty sq. " " "
- 72 Sherman, Geo. K., Fort Chester " " "
- 73 Dickinson, Forrest T., Rensselaer Falls " " "
- 74 Cottrell, Fred W., 60 So. Ford, Rochester " " "
- 75 Harris, Miss Edith, 253 1st Ave. " " "
- 76 O'Brien, F. J., 441 Lake Ave. " " "
- 77 O'Brien, J. T., 203 Powers block. " " "
- 78 Leary, Arthur, 441 Lake Ave. " " "
- 79 Walker, John G., 271 St. Paul. " " "
- 80 Williams, Clarence, box 470. " " "
- 81 Washburn, Geo., Roundout " " "
- 82 Anderson, R. W., box 5, Saratoga Springs " " "
- 83 Paige, Albert E., 117 Onondaga Ave. " " "
- 84 Foley, James, J., 7 St. Mary's Ave. " " "
- 85 Moses, Lieut. F. J., U. S. S. Columbia. " " "
- 86 Longman, J. H., Walden " " "
- 87 Watson, A. G., 121 Hamilton, Watertown " " "
- 88 Butler, David, Jr., 37 15th st. " " "
- 89 Brownell, E. M., Collins House. " " "
- 90 Johnson, Edwin S., 1343 3d Ave. " " "
- 91 Moffat, Geo. B., 130,000. " " "
- Over 130,000, NORTH CALIFORNIA, 10-1,637. " " "
- 92 Bakersfield C. Co., Bakersfield " " "
- 93 Bakersfield, R. J., box 95, Bakersfield " " "
- 94 Albertus, A. M., 810 8th St., Sacramento " " "
- 95 Deham, James F., 307 L. St., " " "
- 96 Geo. Chas. " " "
- 97 Burdick, Geo. R., 1 Sansome st., San Francisco " " "
- 98 Isadore, Victor D., 628 Market st., " " "
- 7 Zelle, Edw. G., cor. Sansome & Lombard. " " "
- Unattached. " " "
- 8 Haver, J. C., box 214. Auburn " " "
- 9 MacLennan, M. C., " " "
- 870 MacLennan, M. C., Alvarado " " "
- 1 Swift, Samuel C., 1402 13th Ave. " " "
- 2 Freeman, Frank F., box 87, East Oakland " " "
- 3 Crocker, Irving S., Franklin st., Fresno " " "
- 4 Hughes, Rev. T. B., 43 Main, " " "
- 5 Janes, Cayetano B., " " "
- 6 McCarthy, A. M., 822 E. Fifth st., Oakland " " "
- 7 Reddick, H. A., Hamilton pl., " " "
- 8 Wray, James R., 400 K. st., Sacramento " " "
- 9 Edison, Mrs. Sarah L., 510 A. Shadrer, " " "
- Napa " " "
- San Francisco " " "
- 860 Woods, R. J., box 2185. " " "
- Over 130,000, OHIO, 8-2,355. " " "
- Tip Top C. C. " " "
- 881 Kints, Edwin S., 252 West Market st., Akron " " "
- Clia. Gryn. Cycle Club. " " "
- 2 Jones, W. B., Mitchell b'd'g., Cincinnati " " "
- Marysville B. C. " " "
- 3 Gregg, Walter P., Marysville " " "
- Unattached. " " "
- 4 Ellis, W. W., box 184. " " "
- 5 Caldwell, E. E., M. D., Cross Lane, Cincinnati " " "
- 6 Walcott, H. L., Walnut Hills. " " "
- 7 Harbard, J. V. L., Jr., 61 Blymer " " "
- 8 Sargent, Edw. B., Mad. Ave. E. Wal- " " "
- 9 Burrell, Sam. C., 365 So. German st., " " "
- Over 130,000, OREGON, 8-282. " " "
- Valley C. C. " " "
- 866 Chausse, F. W., Grants Pass " " "
- 867 Redfield, E. W., " " "
- 1 Welch, F. J., " " "
- 2 Dunbar, E. E., " " "
- 3 Whitman, J. A., Medford " " "
- Unattached. " " "
- 4 Lee, W. M., 802 Eugene st., Portland " " "
- 5 Scott, Leslie, 155 12th st., " " "
- 6 Timms, E. D., 513 Chamb. of Com., " " "
- Over 130,000, PENNSYLVANIA, 301-8,940. " " "
- Allegheey Cyclers. " " "
- 807 Cuppe, Wm. W., 66 Ohio, Allegheey " " "
- 8 Roeming, H. H., 201 Ites, " " "
- 9 Ross, Philip E., 540 Beaver ave., " " "
- 10 Low, Wm. " " "
- 900 Huffman, R. E., 1100 11th Ave., Altoona " " "
- 1 Apollo B. Club. " " "
- 1 Bort, John, Apollo " " "
- 2 Hurd, George, " " "
- 3 Meyers, G. W., " " "
- 4 Young, W. G., " " "
- 5 Bennett, C. W., " " "
- 5 Pittsmeier, J. A., box 275, " " "
- Canonsburg " " "
- 6 Schangency, M. Park, " " "
- 7 Hardy, Wheelmen. " " "
- 7 Sipier, P. Henry, " " "
- 8 Masters, Wm. J., " " "
- 8 Nesbitt, Fred, " " "
- 9 Masters, Wm. J., " " "
- U. W. of the Bethlehem. " " "
- 910 Freeman, Dr. E. J., Freeomansburg " " "
- 1 Mather, John N., 25 South 3d, Harrisburg " " "
- 2 Swayne, F. B., 237 Harris, " " "
- New Brighton " " "
- 3 Townsend, A. C., 3d Ave., New Brighton " " "
- 4 Pierce, F. J., Penn Ave., " " "
- Acme Wheelmen. " " "
- 5 Blinbrauer, Wm. T., 1414 S. Marshall, Philadelphia " " "
- Armory C. C. " " "
- 6 Tucker, Geo. E., 3323 Smedley, " " "
- 7 Tucker, Mrs. Geo. E., 3323 Smedley, " " "
- 8 Conary, Wheelmen. " " "
- 8 Colvin, Andrew D., 1914 W. Danphon, " " "
- 9 Fretz, Frank H., 1923 N. Broad, " " "
- 920 French, L. E., 1728 N. Broad, " " "
- 2 Schuyler, David H., Jr., 2044 N. Broad, " " "
- Francielville Indiana C. C. " " "
- 3 DeH. W. T., 1818 E. C., " " "
- 4 Wirth, Joseph, 408 North 2d, " " "
- 18th Ward Cyclers. " " "
- 5 Baker, James H., 5241 Carnegie Ave., Pittsburg " " "
- 6 McConnell, Peter, 5206 Butler, " " "
- 7 Kentien, Geo. J., 4813 Hatfield, " " "
- 8 Pittsburg C. C. " " "
- 8 Bonnett, Walter, 2308 Canon st., Pittsburg " " "
- 9 Davis, William R., 1213 Spruce, " " "
- 900 Eymon, Ben F., 27 South 12th, " " "
- 1 Hahn, Mrs. 2518 Harris, " " "
- 2 Reitenbach, John, Jr., 116 South 15th, " " "
- 3 Winterhaider, Otto C., 1915 June st., " " "
- 4 Martin, Robert W., Radnor " " "
- 5 Wayne C. C. " " "
- 6 Keine, Wm. P., 628 North 4th, Reading " " "
- Meteor C. C. " " "
- 6 Hengry, W. W., box 77, Telford " " "
- Time Wheelmen. " " "
- 7 Spille, John, 3917 Anjen, West Philadelphia " " "
- Wilkinsburg Cyclers. " " "
- 8 Closser, George, 504 Wood, Wilksburg " " "
- 9 Lovett, Harry H., 722 Penn Ave., " " "
- 940 Ludden, Clarence D., 1116 North Ave., " " "
- 1 McKailp, H. W., 413 Boundary, " " "
- 2 McKnight, W. M., 717 Wood, " " "
- 3 Strayer, John B., 738 Wallace Ave., " " "
- Wilkinsburg " " "
- 4 Barr, Wm. W., Henrietta and East " " "
- End Ave. " " "
- 5 Williamsport Wheel Club. " " "
- 6 Ross, Frank, 325 Campbell, Williamsport " " "
- 7 Uad. " " "
- 8 Wilson, J. Chester, Alden " " "
- 7 Aylesworth, W. C., 27 Avery st., Allegheny " " "
- 8 Hron, J. R., 97 Knox st., " " "
- 9 Baidinger, E. C., cor. Dollar Savings " " "
- Bank. " " "
- 800 Black, Wm. H., 168 Western Ave., " " "
- 1 Connolly, M. S., Virginia Ave., " " "
- 2 Connolly, Mrs. M. S., Virginia Ave., " " "
- 3 Campbell, Miss S. J., 9 Sedgewick st., " " "
- 4 Dunbar, Chas., 23 Resaca st., " " "
- 5 Pinnag, Andrew, 87 Ohio, " " "
- 6 Horner, J. E., " " "
- 7 Knoid, Matthew J., 553 Ohio, " " "
- 8 Melhuish, Wm. F., 75 Irwin Ave., " " "
- 9 Minnemyer, Miss Estelle A., 545 E. Ohio, " " "
- 900 Schlotter, Ferdinand, 86 Ohio, " " "
- 1 Selbert, Ed. M., 81 Cedar Ave., " " "
- 2 Thompson, W. H., 11 Nixon, " " "
- 3 Tait, Newton, 821 Ferryville Ave., " " "
- 4 Waler, Edwin F., 115 So. Canal, " " "
- 5 Wilcock, Harry H., 153 North Ave., " " "
- 6 Buchanan, J. R., Marshall Ave., " " "
- 7 Boggs, S. L., 174 Sheffield, " " "
- 8 Blarish, Henry, Shady Ave., " " "
- 9 Bothwell, Albert, Woods Run Ave., " " "
- 970 Morrie, W. R., McClure and Woods " " "
- Run Ave. " " "
- 1 Thomas, Chas. R., 110 Grant Ave., " " "
- 2 Leas, Elmer, " " "
- 3 Lang, Emma M., " " "
- 4 James, Joe, Banning " " "
- 5 White, Benjamin, Biff " " "
- 6 Fife, F. G., box 390, Bryn Mawr " " "
- 7 Beckman, W. A., Crafton " " "
- 8 Howe, F. F., 136 Noble Ave., Crafton " " "
- 9 Watton, Albert F., Townshipland and Chestnut Hill " " "
- 980 Lot, Samuel, Colwyn " " "
- 1 Bachman, J. H., Doylestown " " "
- 2 Moore, F. S., Daguer Plateau " " "
- 3 Hood, Robert H., Darby " " "
- 4 Reese, Edward, box 98, Hensburg " " "
- 5 Berlin, F. W., box 246, Eldred " " "
- 6 Dorrien, C. W., box 254, Elmworth " " "
- 7 Zlan, C. W., " " "
- 8 Bridge, Jas. C., box 152, Franklin " " "
- 9 Miller, W. W., 1119 Elk, " " "
- 900 Turner, William Ja. Upst. st., Germantown " " "
- 1 Matlack, Paul, 418 High, " " "
- 2 Pritche, Elmer K., 902 North 3d, Harrisburg " " "
- 3 Ritter, C. Ross, 251 Bos., " " "
- 4 Cooper, A. F., Homer City " " "
- 5 Rimmonds, John, Jay Ave., Jeannette " " "
- 6 Kane, Thomas R., box 42, Kane " " "
- 7 Underhill, F. S., box 3, Lansdowne " " "
- 8 Marsters, J. L., 233 W. Maine, Lock Haven " " "
- 9 McGraw, Miss Mary, Lacombe " " "
- 600 Giles, J. C., cr. McKeesport Times, McKeesport " " "
- 1 Hieben, Geo. F., McKees Mocha " " "
- 2 Hughes, F. C., " " "
- 3 Mackey, J. H., " " "
- 4 Mosley, J. T., box 161, " " "
- 5 Rowe, J. A., box 90, Millersburg " " "
- 6 Houser, E. A., 10th st., New Kensington " " "
- 7 Harry, Stephen V., Northbrook " " "
- 8 Adams, Geo. E., 1141 South 20th, Philadelphia " " "
- 9 Beckman, Joseph R., 2111 North 12th, " " "
- 10 Creswell, Chas. J., 1400 North 16th, " " "
- 1 Doughty, Joseph F., 412 Bainbridge, " " "
- 2 Evans, Miss Katharine N., 2009 Chestnut, " " "
- 3 Hamaker, J. F., 2310 Hancock, " " "
- 4 Harmon, C. B., 1415 Chestnut, " " "
- 5 Hubbs, Wm. C., 725 Shirley, " " "
- 6 Lambrecht, F. H., 2020 Woodstock, " " "
- 7 Lee, Edward C., Dresden b'd'g., " " "
- 8 Quigley, Fannie, 829 South 2d, " " "
- 9 Rosenthal, Edwin M., 217 Pine, " " "
- 20 Rhopshire, Carlton, 2806 Poplar, " " "
- 1 Rebell, Felix E., 4435 Spruce, " " "
- 2 Vincent, Joseph A., 735 Spruce, " " "
- 3 Walter, J. H., 520 North 18th, " " "
- 4 Woodall, John, 2015 Arch, " " "
- 5 Albert, Livingston, 2732 North 8th, " " "
- 6 Hry, Thomas, 299 South 3d, " " "
- 7 Price, W. R., 23 So. Water, " " "
- 8 Price, R., 212 So. Front, " " "
- 9 Brooks, Miss Carmen E., 2110 Spruce, " " "

- 80 Bye, Harry C., 2121 Camac pl., " "
 1 Beana, Adrian F., 2422 Arlington, " "
 2 Beana, John H., 3014 Samuehanna, " "
 3 Burke, Thomas, 1302 Warnock st., " "
 4 Bates, G. Walter, 1026 Marshall, " "
 5 Bartholomew, Miss Annie M., 723 Spruce, " "
 6 Collins, Mrs. Catherine A., 214 North 12th, " "
 7 Child, C. G., 708 Filbert, " "
 8 Clifford, Miss Katharine, 1716 South 16th, " "
 9 Clarke, C. P., M. D., 1440 S. Broad, " "
 40 Clarke, E. V., M. D., 1440 S. Broad, " "
 1 Davidson, Dr. C. C., 2031 Spring Garden st., " "
 2 de Barros, Bernardo, 501 So. Broad, " "
 3 Dickinson, J. Morton, Rm. 700, Broad st. sta., " "
 4 Ellis, Frank B., 1001 Chestnut, " "
 5 Evans, John H., 1945 Camac, " "
 6 Farran, W. H., 3225 North 10th, " "
 7 Faber, Edwin F., 8208 Summer, " "
 8 Faber, Louie K., 4040 Chestnut, " "
 9 Helms, Conrad F., 703 South 4th, " "
 50 Garrison, Charles, 2127 North 20th, " "
 1 Garley, Frank E., 849 North 24th, " "
 2 Halsey, William, 1534 Pine, " "
 3 Hilestad, J. D., 2023 North 13th, " "
 4 Halliwell, Edward A., 1700 Park ave., " "
 5 Hooker, Frank A., 1000 S. 4th, " "
 6 Hart, William H., 1120 Crease, " "
 7 Hoch, Gustav A., Jr., 609 Wood, " "
 8 Johnson, Harry F., 1680 North 18th, " "
 9 Klemmer, Miss Anna, 214 North 12th, " "
 60 Kilner, A. J., 1923 Vine, " "
 1 Landon, Joseph, 1613 South 23d, " "
 2 Leonard, Frederick M., 119 South 4th, " "
 3 Longstreth, Mrs. Benjamin T., 54th & Springfield ave., " "
 4 Loring, H. P., 4137 Reginald st., " "
 5 Meredith, W. H., 5th & Chestnut, Room 50, " "
 6 Morris, Dr. Lewis, U. S. Naval Hospital, " "
 7 Miller, Morris B., M. D., 249 South 15th, " "
 8 McVeigh, Robert F., 722 Tree, " "
 9 Macwaring, Wm., 829 Windsor sq., " "
 70 Macwaring, A. H., 829 Windsor sq., " "
 1 Moore, Henry D., M. D., 1525 Taker st., " "
 2 Nelson, J. F. T., 214 Chestnut, " "
 3 Norris, John, 1558 South, " "
 4 Noone, John A., 3514 S. 4th, " "
 5 Pearson, John S., M. D., 1507 Christian, " "
 6 Richman, G. Raymond, 1740 North 10th, " "
 7 Riegel, Samuel J., Episcopal Hospital, " "
 8 Ray, Herbert D., 1700 Brown, " "
 9 Rife, S. H., 205 Arch, " "
 80 Smith, Wm. M., 1606 Chestnut, " "
 1 Stockley, Frank T., 5th & Chestnut, " "
 2 Snyder, M. L., 25 South 3d, " "
 3 Sickle, Emerick H., 4421 Wallace, " "
 4 Toun, Arthur M., 1818 Jefferson, " "
 5 Tava, Jno. H., 1710 Toga, " "
 6 Trump, John S., 5429 North 10th, " "
 7 Taylor, L. H., Jr., 501 Chestnut, " "
 8 Van Pelt, William T., M. D., 1528 Spruce, " "
 9 Willson, Rev. Albert D., 2115 North 13th, " "
 90 Walner, Albert B., 512 Walnut, " "
 1 Walter, Henry J., 1053 Chestnut, " "
 2 Strasser, Edw. A., 248 N. 9th st., " "
 3 Ammon, F. A. R., 2nd Wood, Pittsburgh, " "
 4 Baumberger, George, 4004 South, " "
 5 Bentley, James H., 6432 Aurelia, " "
 6 Batchelor, E. D., 6224 Bond, " "
 7 Beam, Chas. A., Glen Calch near Glenwood ave., " "
 8 Brooks, A. J., rm. 201 Telephone b'd'g., " "
 9 Blewitt, Wm. Wilson, East End ave., " "
 100 Buck, W. H., Bank of Commerce b'd'g., " "
 1 Clark, Brandon G., 8 Brimbleton ave., " "
 2 Carey, Jos. F., 417 Second ave., " "
 3 de León, Carlos, 1425 Carnegie b'd'g., " "
 4 Elliott, A. M., 54 Sixth, " "
 5 Remington, Earl A., 490 3d, " "
 6 Evans, Thos. E., 126 41st st., " "
 7 Febr, A. C., Bryant st., " "
 8 Grant, O. F., 5601 Ripper, " "
 9 George, Leonard G., 490 3d, E. E. " "
 10 Gormly, 3105 Central ave., " "
 1 Haywood, Geo. E., 35 Overhill, " "
 2 Hawth, J. F., 7th & Liberty, " "
 3 Huhley, Grant, 211 Lang ave., " "
 4 Irvin, L. J., cr. Union Storage Co., " "
 5 Kaplan, Jos. A., 2226 Forbes ave., " "
 6 King, A. H., R. Negley ave. and Bryant, " "
 7 King, W. B., Negley ave. and Bryant, " "
 8 Kennedy, Elmer F., 87 Niagara st., " "
 9 King, John W., 518 Grant, " "
 100 Lyon, Jno. S., cr. Erie Steel Co., " "
 1 Litchfield, Lawrence, 5th ave. and New-ville st., " "
 2 Lindsay, C. T., Second ave., " "
 3 Lyons, S. S., 2nd St. and 3d, " "
 4 Le Gortillon, Frank, 176 47th st., " "
 5 May, Harry A., 513 Wickham, " "
 6 McCollum, James P., 237 4th ave., " "
 7 Minnemeyer, H. W., Jr., 518 St. Clair, " "
 8 Mitchell, L. A., 178 42d st., " "
 9 Porterfield, Mrs. H. G., 5721 Arabella, " "
 130 Rogers, Mrs. E. A., Broad and Highland, E. E. " "
 1 Smith, Robert R., 110 No. Pacific ave., Pittsburgh, " "
 2 Sellers, Geo., Jr., 17 Wood, " "
 3 Smith, Edwin W., Carnegie b'd'g., " "
 4 Scarborough, Chas. W., 2809 Fifth ave., " "
 5 Smith, H. R., 421 Noble, " "
 6 Stevenson, Frank V., Lang ave., " "
 7 Stevens, Clarence L., 220 Fairmont ave., " "
 8 Suydam, Richard S., Margaretta st., E. E. " "
 9 Stevenson, A. C., 527 Wood st., " "
 100 Smith, Charles P., 215 Wood, " "
 1 Steele, W. B., 341 6th ave., " "
 2 Tetlow, James B., 4777 Liberty ave., " "
 3 Walker, Chas. D., 5423 Howa, " "
 4 White, Geo. N., 1913 Carson, " "
 5 Wells, Graham C., box 988, " "
 6 Wilker, Geo. F., 354 North Craig, E. E. " "
 7 Worde, M. L., 5066 Bank ave., " "
 8 Young, W. E., Duquesne Mfg. Co., " "
 9 Zosin, Edward F., 5th ave., " "
 150 Brace, C. H., cr. Brice Bros., " "
 1 Broughton, L. L., 217 Water, " "
 2 Balus, Jos. E., Greenfield ave. and Lynd, " "
 3 Balbridge, Geo. F., 2123 Sarah, S. S. " "
 4 Davidson, Geo. S., 92 Westinghouse b'd'g., " "
 5 Fox, George D., 129 Lehigh ave., E. E. " "
 6 Galt, W. A., 345 Main, " "
 7 George, O. H., 441 4th ave., " "
 8 Gill, Frank H., 19 Wood, " "
 9 Gill, Fred, Jr., 638 5th ave., " "
 100 Harrington, Frank, 1853 5th ave., " "
 1 Harring, J. M., 78 Colwell, " "
 2 Halpin, W. R., Wood st., " "
 3 Imhof, Mrs. Wallace, 3605 Penn ave., " "
 4 Johnston, Alfred M., 198 Main, W. E. " "
 5 Lewis, Joseph E., 161 Ulysses, " "
 6 Lewis, James, 161 Ulysses, " "
 7 Macintosh, Miss Cora B., 22 Plymouth, " "
 8 Mitchell, John H., 218 43d, " "
 9 Sledge, O. C., 254 5th ave., " "
 100 Slocum, Thos. H., 606 Penn ave., " "
 1 Taylor, Harrison L., 329 Grant, " "
 2 Wilson, Miss Isabel, Bindley Hardware Co., " "
 3 Wyatt, E. W., Tradesmen's Bank b'd'g., " "
 4 Walker, R. A., " "
 5 Cornelius, Chas. E., Sewickley " "
 6 Roberts, Fred, Sheridantown, " "
 7 Zimmers, John, Smithton, " "
 8 Mills, Eph., 3600 Knorr st., Tacony " "
 180 Owens, C. T., 3th & Chestnut, " "
 1 Wilhelm, D. L., Uniontown, " "
 2 Childs, Jos. H., Jr., box 144, Waynes " "
 3 Christman, Wm. H., " "
 4 Pence, F., West Elizabeth " "
 5 Steel, Wm. A., 4722 Warrington ave., W. Philadelphia " "
 6 Farman, Herbert Q., 616 S. Main, " "
 7 Baker, Frank L., 915 Penn ave., Wilkinsburg " "
 8 Crotty, J. M., 608 Center Alley, " "
 9 Edie, John C., 426 Kella ave., " "
 100 Fleeger, J. P., 510 Kelly ave., " "
 1 Klean, Mrs. J. S., 816 Rebecca, " "
 2 Beck, Thos. J., box 48, Williamsport " "
 3 Sleeth, S. D., " "
 4 Canfield, A. E., box 35, Wyndote " "
 5 Evans, Edwin M., box 35, Wyndote " "
 6 Cochran, Richard E., W. York ave., York " "
 7 Weiser, Harry P., " "
 Over 131,000, RHODE ISLAND, 14— " "
 1 F. V. Wheelmen, " "
 198 Smith, Ward E., Phoenix " "
 9 Watson, Sumner A., box 15, " "
 200 Franklin, Wm. B., 16 Division st., Newport " "
 1 Bridge, Dr. Wilbur W., 29 Arch st., Providence " "
 2 Fletcher, Albert E., 1 Lee st., " "
 3 Fletcher, John W., 1 Lee st., " "
 4 Garria, Jas. L., 83 Wesleyan st., " "
 5 Hayward, Geo. L., box 1122, " "
 6 Law, Irving J., box 53, " "
 7 Mathews, Geo. S., 419 Cranston st., " "
 8 Warren, Geo. L., 9 Howell st., " "
 9 Whitcomb, Mrs. L. L., 74 Chapin ave., " "
 210 Whitehouse, L. L., 74 Chapin ave., " "
 1 Cook, Maurice H., 453 Angell st., " "
 Over 121,000, SOUTH CALIFORNIA, 32—431, " "
 212 Hinton, Hampton, 560 Montreal st., Los Angeles " "
 3 Baker, Dr. Fred, San Diego W. Fred, San Diego " "
 4 Burch, Will G., 860 5th st., " "
 5 Dug, Robt' L., 6th & C st., " "
 6 Paulding, Eugene, 934 4th st., " "
 7 Freeman, A. W., " "
 8 Rogers, W. M., 11 Keating b't., " "
 9 Jordan, A. D., cor. 5th & F st., " "
 220 Jones, T. J., box 84, " "
 1 Nason, Arthur G., box 708, " "
 2 Rangel, C. W., 3 D & India sts., " "
 3 Shaw, Thomas U., 945 Columbia st., " "
 4 Smith, F. Hume, "Leland," 6th & E sts., " "
 5 Saunders, F. W., "Leland," 6th & E sts., " "
 6 Smith, Sam F., box 73, " "
 7 Smith, R. M., Court House, " "
 8 Waide, W. D., box 274, " "
 9 Works, Lewis R., Keating Block, " "
 Unattached, " "
 230 Hilar, J. C., Hotel Josephine, Coronado " "
 1 Pearson, John P., box 84, Oceanside " "
 2 Fleming, William, " "
 3 Jackson, Charlie, box 188, Santa Barbara " "
 4 Hook, Miss Evangeline, 758 Ninth st., San Diego " "
 5 Cook, D. O., box 181, " "
 6 Sulliter, Mrs. D. C., Jr., 1118 Cedar, " "
 7 Cherry, Howard M., 24 & C st., " "
 8 Lloyd, G. Sahlberg, 1414 D st., " "
 9 Lyons, E. J., box 53, " "
 240 Searles, W. J., 74 Legan ave., " "
 1 Searles, W. J., 74 Legan ave., " "
 2 Wright, A. A., 1415 F st., " "
 3 Woodard, Mrs. E. A., 1145 Second st., " "
 4 White, Ernest E., box 1, " "
 Over 131,000, TENNESSEE, 5—379, " "
 1 Jackson B., " "
 244 McClelland, Jas. B., 318 Chester, Jackson " "
 5 Wilkerson, F. B., 318 Chester, " "
 Unattached, " "
 6 Pike, W. B., 206 Front st., Memphis " "
 7 McKnight, T. H., 318 Front st., " "
 8 Wolf, Sam, 128 N. 1st, " "
 Over 131,000, TEXAS, 34—390, " "
 1 P. V. L. A. W., " "
 240 Lee, John G., Brownwood " "
 300 Lee, John G., box 461, " "
 1 Kariy, Wm. C., " "
 2 Hall, Ira, box 23, " "
 3 Ledbetter, Dancy, " "
 4 Grob, Wm. G., Ft. Worth " "
 5 Hollingsworth, N. H., box 112, Santa Anna El Paso C. T. C. " "
 6 Berchering, H. Arthur, G. H. & S. A. El Paso " "
 Unattached, " "
 7 Mitchell, J. E., box 214, Corpus Christi " "
 8 Bartholomew, Yancy, Dallas " "
 9 Roberts, D. D., & T. C. Ry., Dallas " "
 200 Blessing, John T., 461 Elm st., " "
 1 Blessing, Mrs. John T., 451 Jackson st., " "
 2 Tryon, C. W., G. D. Dunn & Co., " "
 3 Connor, W. D., Sanger Bros., " "
 4 Davis, J. I., box E.F., " "
 5 Hunter, J. Peyton, 323 Main, " "
 6 Harbort, Chas. J., 312 Main, " "
 7 Terry, W. W., Commerce & Lamar, " "
 8 Manning, W. W., 243 Main, " "
 9 Miller, Thos. D., 261 Main, Dallas " "
 270 Newbury, Lee, 268 Elm st., " "
 1 Newstrom, P. A., 300 Main, " "
 2 Orm, J. M., 119 Cottage Lane, " "
 3 Poundstone, M. W., 234 Griffin st., " "
 4 Sanger, Alex., " "
 5 Jones, Thos. H., box 119, Marlin " "
 6 Russell, Geo. W., " "
 7 Smith, Paul, " "
 8 Heyck, Chas., box 172, Marshall " "
 9 Lancaster, C. G., I. R. & B. b'd'g., " "
 280 O'Hannon, H. A., Sherman " "
 1 Cole, " "
 2 Righy, Geo. C., cr. Pacific Express, " "
 Over 131,000, UTAH, 1—140, " "
 Unattached, " "
 263 Merriam, C., box 751, Salt Lake City " "
 Over 131,000, VIRGINIA, 3—136, " "
 Unattached, " "
 264 Vest, Geo., Charlottesville " "
 5 Dickson, Wm. C., 60 Freeman st., Norfolk " "
 6 Hawes, Horace S., 18th and Cary, Richmond " "
 Over 131,000, WEST VIRGINIA, 1—188, " "
 Unattached, " "
 287 Harman, C. W., 1118 Market st., Wheeling " "
 Over 131,000, WISCONSIN, 1—1009, " "
 1 Niagara W., " "
 288 King, C. E., 818 12th st., Milwaukee " "
 9 Kneeling, Ed. F., 763 Teutonia ave., " "
 Unattached, " "
 280 Parish, F. A., box 48, Delavan " "
 1 Strain, A. C., Richland Centre " "
 2 Benedict, Herman, 405A Lake ave., Milwaukee " "
 3 Gessler, Max, " "
 4 Lane, Adolph J., 319 Prospect ave., " "
 5 Smith, Addison F., 1111 Ryecomer st., " "
 NEW LEAGUE CLABS, " "
 740 Penn Valley L. A. W., Brownwood, Texas " "
 741 Carrollton Cycling Club, Illinois " "
 742 Central Wheel Club, Rockland Me.

QUERIES AND ANSWERS

L. L. K.: — The New York, Susquehanna & Western R. R. carries bicycles free, as baggage, and always has done so.

ANN ARBOR: — Ladies are not only eligible to membership in the L. A. W., but are very welcome. We now have on the rolls about two thousand.

PAOLI: — It is very difficult to describe a color in words, even when the words are red, but what we call royal purple is rather more blue than red. We will print the L. A. W. BULLETIN cover in royal purple as soon as our new plates are ready.

B. F. E., Evans, N. Y.: — We publish stolen ads. free for L. A. W. members, assuming, of course, that the stolen property is a bicycle. We cannot undertake to include in this offer the horse, harness and buggy which you describe.

C. D. H., Pulaski, N. Y., asks: — "Have farmers or other persons living along the highway a right to rake stones from the road and leave them in little piles by the roadside which wheelmen use as their path?"

[We should say not: and no farmer who had marriageable daughters would be likely to stand in his own light by doing such an inhuman act. — Ed.]

EVAN M.: — The word "mile" comes from the Latin "mille," a thousand. A thousand paces of a marching soldier made the Roman mile. The common measure of road distance in France is the kilometer, or 1,000 meters, a little over three-quarters of a mile. The meter is the fundamental unit of length in the metric system, and was originally defined as one ten-millionth of the distance on the earth's surface from the pole to the equator, but now as the distance between two lines on a certain metallic rod preserved in the archives of the International Metric Commission at Paris. The legal statute mile of the United States is 5,280 feet.

EDITOR L. A. W. BULLETIN:

Dear Sir, — Can you let me know if the city authorities can arrest me if I have a 6-inch gong on a tandem as my bell. The sergeant has been after me to take the bell off, and has threatened to bring charges if I kept it on. Please let me know as as soon as possible in BULLETIN. No. 104,385.

ST. LOUIS, MO.

[This question cannot be answered except in a general way. We know of no law which prescribes the size of bell that must be carried. Some wheelmen use a bell that is too small to be of much use,

and others, like our correspondent, take pride in making a noise. While the mere fact that a large bell was carried might not make the rider a criminal, we would say that if it was rung unnecessarily the police might properly object. — Ed.]

EMIL D.: — We are compelled to say that the discussion regarding the route from Port Jervis to Philadelphia is closed. From the many published and unpublished letters regarding it, we have become thoroughly convinced that the route is smooth, rough, hilly, level, good, fearful, delightful and almost impassable. In fact, we have begun to doubt if there is such a place as Port Jervis or Philadelphia. If you wish to know anything about this route, consult the stars, a clairvoyant, or a policeman. We don't believe there is any such route. Anyhow, we've read so much about it we can't tell you a thing. Ask us something easy.

IMPORTANT TO WHEELMEN.

DONAGAL: — A ball fired from a cannon pointing at an angle of forty-five degrees will come to earth further from the point of starting than if fired at any other angle.

CONCERNING SUSPENSIONS.

Can a club hold a series of club races by members only, on a Sunday, where there is no entry fee or entrance fee charged, and still remain in the good graces of the L. A. W., or will the members be suspended from L. A. W.?

These races are not on an L. A. W. track.

No. 91,375.

[The L. A. W. has no tracks. It does not sanction Sunday races. If no prizes of any kind were offered or given, and no charge was made either for entering the race or witnessing it, there might be a reasonable doubt as to its coming under the jurisdiction of the Racing Board. However, if the Board claims it to have been a race we would suggest that the participants take to the woods. — Ed.]

A NEEDED REFORM.

Man kind is a queer combination. A few
Are trying to see all the good they
can do;
While plenty of others, in bout and
in revel,
Are all very busily raising the Devil.
And these are the ones, after all, to
be praised,
For the Devil's so low that he ought
to be raised.

IN ORDER that he might give the Devil his due, many a man would have to be quite self-sacrificing.



Doors have doffed their summer muzzlin's and will now wear their winter pants.

"MADE BY THE HARTFORD RUBBER WORKS CO."

is a Good Guarantee.

*Have you ever considered what
this guarantee means?*

It means that Hartford tires are as nearly perfect as money and skill can make them.

It means that an old and strong concern puts its reputation back of them.

It means that we have established branch houses and distributing depots all over the country, for the convenience of dealer and rider.

In short, it means that

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Nor does the work which
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In tin cans, per gallon	\$3.75
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1 quart	1.10
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Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents

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NEWTON, MASS.



WOULD ANY ONE WITH "HORN 958" CALL THIS A GOOD ROAD?

IT REQUIRES longer to toil up the
stairway of fame than it does to slide
the banister of obscurity.

BY NOT staying home nights many
a man gets found out.

NIGHT shirts should last forever
since no one ever wears one out.

NO ONE likes to see the bill collec-
tor, but he is frequently asked to call
again.

IN PROCEEDING to spank his help-
less offspring, it is no wonder the
ashamed parent looks for a good
hiding place.

AN EMPTY heart is the keenest
poverty.

IF YOU can't make both ends meet
make one meat and the other bread.

THE law of the survival of the
un-fittest is everywhere apparent.
Wolves fatten where lambs perish.

THE LAW-BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, September 25, 1896.

No. 13.



What Cheer?

This scene in What Cheer, Iowa,
Shows something is amiss;
For, oh, beware! What cheer is there
In a town with streets like this?

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 66,424.

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World Cycles

... HAVE WINNING WAYS ...

European Mile Record broken by **John S. Johnson**, from 1:32 2/3 to 1:46, on 5-lap track.

Ray McDonald won the Mile (international) at Brussels; also, Mile Open, at Bordeaux.

George Rupert won the Mile Collegiate Championship; also, lowered the Two Mile Collegiate record at Harvard.

Jay Eaton won 14 firsts, 2 seconds and 1 third, at Chicago Indoor Meet; he also lowered the Mile and Half Mile World's Records for Indoor Track.

AGENTS:

They are Easy Sellers—We can Deliver Quick.

ARNOLD, SCHWINN & Co.

CHICAGO, ILL.

A Cycle of Perfection is the

Manufactured
by a
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House, 1840

Lovell ... Diamond Bicycle ..

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles



HELPING A LAME WHEEL.

EDITOR L. A. W. BULLETIN:

For the benefit of cyclists, I suggest a method by which, if three or more are out riding and the front wheel of one of the machines becomes disabled, the rider of the broken machine can ride his wheel home.

The scheme is new to me and, I believe, it will be new to many of your readers. Place the three wheels side by side with room between each for each rider; cut a stick say, two inches in diameter, about five feet long, place it on top of frames of outside wheels, and under frame of middle or broken wheel, close up to handle-bar posts of each of the wheels, securing it in place with handkerchief (if string is not to be had). This will give support for broken wheel, and the riders can now mount and ride home; although the riders cannot follow the regular bicycle path, better and easier progress can be made than by walking. Writer has known of the scheme being used successfully.

CHARLES L. NEWCOMB, No. 61,332.

SIGNALS AND TOBACCO TAGS.

EDITOR L. A. W. BULLETIN:

Sitting erect in the saddle, meeting to the right and passing to the left, have now been so thoroughly drilled into the heads of wheelmen who read the L. A. W. BULLETIN, that most of them pay some heed, but the majority of wheelmen (and even the majority of wheel *gentlemen*) still persist in passing other wheelmen to either the right or the left, as best suits their convenience,—and that, *without giving any notice of their approach by ringing their bell*.

The only serious accident that has happened to me in riding was from being run into by a man who attempted, without warning, to pass close by me just as I veered to the right to avoid an obstruction in the road.

Won't the BULLETIN impress its readers by iteration and reiteration that whenever one wheelman or wheelwoman is about to pass another, he or she should invariably give a warning ring and pass to the left, unless it is impracticable to do so.

By the way, there is danger in tin tobacco-tags. The only puncture I have received this season (and that a bad one) was occasioned by my riding over a tobacco-tag made of rather stiff tin, both prongs penetrating the tire. I don't think I shall ever smoke (I don't chew) that particular brand of tobacco again.

No. 98,257.

ELECTRICITY is a profound subject, yet Edison makes light of it.

DEFENDS THE WHEELMEN.

EDITOR L. A. W. BULLETIN :

On page 383 of the BULLETIN, No. 11, issued Sept. 11, 1896, appears an article entitled, "The Rules of the Road," signed, "Beacon, Boston, Mass." The statements made therein, according to my observation, are very far from the truth, and I have ridden a bicycle nearly every day throughout the year, both in the city of New York and in the vicinity of New York and Boston,—frequently with my wife, frequently with a party of friends and more frequently without company. So far I have escaped collisions of any kind; but, Mr. Editor, I know beyond question that had I, in my riding, adhered to the "rules of the road," and had I been granted a hundred lives, I would have, ere this, lost them all at the hands of the man (or a woman) *driving a horse*. The wheelman, as a rule, knows and *tries to observe* the rules of the road.

Occasionally I have been in danger of coming in contact with a wild-eyed scorchers,—and that I have not was certainly not owing to any care or watchfulness on his part,—but I have met and passed and have been passed by thousands and thousands of other riders who were using the road as they should use it and as they should have the right to use it. Legally they have the right, but in fact they are powerless to enforce that right, for the reason that in ninety-nine cases out of a hundred the driver of a vehicle, being on the wrong side of the street, will not turn his horse's nose one inch either to the right or to the left at sight of the bicycle or sound of bicycle bell. Therefore the wheelman is forced, *against his inclination*, to pass to the left when meeting and to the right when passing, by the mulish obstinacy and pure cussedness, born of prejudice, of the man who drives the horse.

Frequently, when riding with my wife, I have been obliged to force a path for her by riding sufficiently close to the head of a horse, when passing to the left, to make him move over a bit without any assistance on the part of his driver.

Finally, I beg to say that the worst offenders are the well dressed. The butcher, the baker and the candlestick maker are, as a class, more considerate of the rights of wheelmen than those who are apparently out for pleasure.

Yes, the laws should be more strictly enforced, and those who drive or ride the horse should be compelled to keep within their rights. In the event of a collision, the man on the wheel is apt to get the wrong end of the argument.

ROBT. T. P. FISKE, No. 103,288.

HE LIKES TO RIDE ON SUNDAY.

EDITOR L. A. W. BULLETIN :

Referring to the communication of T. G. B., in your issue of the 11th, regarding "Church and the Bicycle," no one not gifted with a remarkable hindsight will question the general benefit of the bicycle.

I have been using my wheel every pleasant Sun-

day this summer, being at other times confined to my business almost altogether. I have never felt that I was performing an act that could be questioned in the slightest, although I have oftentimes wondered if my presence on the road on Sunday could have any possible influence upon others' going, who had other times to ride. I am not bigoted in any sense. Whether or not a man has a creed I give him full credit, but I am confident that a proper respect for those things which are almost universally styled sacred has invariably made better men and better women, and has sweetened life.

Last month I moved from the city to a suburb through which run the finest macadam roads, and I felt that I should now enjoy many Sunday trips that were heretofore impracticable. Last Sunday morning, rain threatening, I did not go out, and at about ten o'clock, the weather having cleared somewhat, I was astounded at the extent to which the disregard of the old-time Sabbath had increased. One of my neighbors was running a mower over his front lawn; another I could see painting his kitchen walls; another was weeding his garden; another was trimming hedge, etc., etc. I lived in the country some ten years ago, and such a state of things could not have then existed a week without public violence. Now, Mr. Editor, is it that so many of us with our wheels, passing through the country on the Sabbath, in the quiet search of health and recreation, have caused a feeling of disrespect to the Sabbath to spread among our neighbors? Mr. Waterman's verses are usually so tinged with the spirit of gentle Christianity that I am sure he has come to some conclusion in the matter. By Sunday riding, through necessity, do I thus countenance "unhallowed sport" of others, or else why is it that there is such a universal disregard of the day, and does it augur well? Do not tell me that one evilly inclined will be evil in all events. I know that; but have we not assisted what seems to me to be a very general contempt for a one-time holy institution? No one need argue with me that it is better to be quietly and comfortably riding the wheel through the country in an easy costume than to be dressed up and sit in a church for two hours listening to a lackadaisical preacher. I am convinced of it. I am also convinced that the broad principles of Christianity have gone far beyond the ability of the general preacher of today to apply.

Now, then, from all standpoints, am I right to "bike" on Sunday? "Truth."

EVERY WHEEL A HARP.

EDITOR L. A. W. BULLETIN :

The wheelmen of Long Island have discovered a unique way of using rubber bands on their bicycles, these breezy days.

By stretching one-half inch rubber bands from top to lower braces, the wind, in passing through them, produces the same results as an Æolian harp. This might interest other members.

27 St. Marks Pl., BROOKLYN, N. Y.

No. 95,675.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make
"Gold Crank"

**FALCON
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*Popular with all who appreciate
superiority in bicycle construction.*

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A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. San Francisco. Denver.

A CUE-ER ACCIDENT.

The most remarkable and soul-satisfying bicycle accident on record happened to a fly young Chinaman, who is a professional scorcher, on Third street, yesterday. He was riding up the street at such a rapid rate that his tire fairly blistered the asphalt, while his white blouse fluttered in the breeze he created and his queue snapped and cracked behind like a stockwhip. Finally the strands of silk at the end of his queue caught around the spokes of the rear wheel and in a second the queue was wound up around the axle, the Chinaman was jerked from the saddle and his scalp nearly torn off. He described a sort of volute in the air, and came down on the pavement like a thousand of brick, the wheel turning a somersault and landing on top of him, between the rails of the car track. He squealed like a pig under a gate, and several persons rushed to his aid. As it was impossible to make the wheel loose its hold, and a car was coming, a man was about to cut off the queue, seeing which, the Chinaman howled louder than ever. He was dragged to the side of the street and finally released from the wheel with the loss of the end of his queue, and went off the worst used-up Chinaman on record. — *Portland Oregonian*.

The cattle men of Texas often snatch a brand from the burning.

The thread of the story constitutes the "yarn."

LADIES, HOW IS THIS?

I would advise No. 118,037 to buy for his lady friend a diamond frame wheel, for the following reasons: It is stronger, safer, lighter, more rigid, and compels the wearing of a rational, neat and common-sense costume. I have been in the bicycle business some time; I have ridden the "diamond" and "drop" frames, and know whereof I speak.

No. 91,960.

"Hand in hand they walked together,"
So the olden poet stated;
Through the woodland and the heather,
In the eventide, belated:
Now they ride upon a tandem,
She in skirts abbreviated;
Cupid knows he's sure to land 'em
On the cycle nickel-plated.

GOLD bugs, silver bugs, straddle bugs and hum-bugs are running this campaign.

THE man who stole a ham might have been a quarter ahead had he taken a shoulder.

The barber admired the mountain hotel,
The scenery his attention enwrapped,
But found, when he finally settled the bill,
That even his razors were strapped.

EARTH was a desert, the garden was a wild, till man beheld a bicycle and smiled.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

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12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00

" " Special Club Rate, to League Members only . . .25

Editor: STERLING ELLIOTT.

Associate Editor. . . . NIXON WATERMAN.

SEPTEMBER 25, 1896.

HOW TO ELECT THE RIGHT MAN.

There was a time when the mere thought of the L. A. W. taking any part in politics was greeted with the expression of serious doubts, and the fall of it into the deep, damp depths of a most gloomy oblivion was sadly predicted.

Presently, however, it was discovered that the two most worthy objects for which the League might hope to live were road improvement and wheelmen's rights, and a still further delving into the intricacies of every-day philosophy showed that these two reasons for our being were very closely related to what is commonly known as law. Now, aside from the law of supply and demand and the law of gravitation, most other laws may be made and unmade by men, but however willing a man might be to pass or repeal laws, he is entirely helpless until he is elected a member of the legislative body which is alone authorized to make laws, whether for cities, States or the Nation.

Some men are progressive; others are not.

Some men believe in extensive and permanent road-building; others have not studied the question.

Some men are broad, and can see that the great majority of live young people are already riding wheels; others, whose failing vision does not reveal the glorious sight, refuse to believe.

Some men can see the importance of framing laws to accommodate the new conditions of things; others believe in the antique.

How shall the numerous seekers after legislative opportunity be culled over and the best be selected?

That's politics.

Total number printed this week, . . . 68,500

Sent to paid Subscribers, 66,424

Samples to Advertisers, Exchanges, etc., 2,076

Do you want a road law? Do you want any sort of a law that is of interest to wheelmen? Then you must nominate and elect men who think as you do.

That's politics.

Do you want to repeal some obnoxious law or ordinance?

That's politics.

Do you want to elect a mayor who will appoint a more progressive superintendent of streets?

That's politics.

In most of the centres of civilization the wheelmen hold the "balance of power." If they use it wisely, they can accomplish splendid results. See that your *real friends* are placed in the offices.

That's politics.

Don't go to a candidate and simply ask him in a general way if he favors wheelmen or if he favors road improvement,—though that is better than nothing,—but go to him with a *printed copy* of a law which you want passed and ask him if he will vote and work for *that*.

If you know what you want but are in doubt as to the proper wording of it, write to the L. A. W. Road Department. Perhaps we can send you copy of what other States *have* passed. If we have n't the necessary data, we will try to get it.

Don't get disgusted at the "dirtiness" of politics.

What are *you* doing to make things better?

Staying away from the polls, possibly. If you *are*, and if you are at the same time pretending to be a man, *shame on you!*

THE BEST RULE.

Wisdom did not perish with the ancients. A philosopher of the present day tells us that our faults are our enemies, and hence, we should not feel badly when anyone smites them.

How beautifully true, and yet with watchful and tender solicitude does the average man defend his shortcomings! He knows that in others they would be serious defects, but by some peculiar process of reasoning he somehow figures it out that he is warranted in doing as he does.

This difference of opinion regarding our faults and the other fellow's faults grows out of the fact that we are not honest with ourselves.

It is a strange truth that most people deceive themselves to a greater extent than they do others. They wheedle their own minds into thinking that they are about what a proper mortal should be, when they are nothing of the sort.

If everybody else rode a bicycle just as you ride yours, would the pleasure of cycling be increased or diminished?

Do you ride at the proper speed, turn to the right in meeting and the left in passing from the rear,



New Clipper

Business Bicycles have given almost universal satisfaction for nearly five years. Dealers who have sold them are, generally speaking, much better pleased with these wheels than most others. Very few dealers who buy and sell Clippers one season fail to renew contracts to handle them again. One of the best features of the Clipper are the

Dust-Proof Bearings,

made of fine tempered tool steel. Many makers claim tool-steel bearings,—a few have them—the majority, however, use machine steel and case-harden it. Clippers are too good for the auction rooms, dry goods stores or jobbing trade. The **price** is too near the cost, and the **cost** too high for this class of trade.

MADE BY THE **GRAND RAPIDS CYCLE CO.** GRAND RAPIDS, MICH.

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"R"
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"S"**America Cycle Mfg. Co.**

73-75-77 FULTON ST., CHICAGO, ILL.

and is your appearance and behavior on the wheel as you would have it on the part of others? Do you distress any one in any way? The best rule of the road is this:

"Therefore, all things whatsoever ye would that men should do to you, do ye even so to them."

Don't be good so you can pat yourself on the back and say, "Oh, what a real good boy I am!" Don't be good simply to please your parents or your Sunday-school teacher, or your rich old auntie, or your friends. Don't be good in the hope of getting a picture card or through fear of a whipping; neither for the reward of heaven nor the fear of a hot place. Be good because it is right and the sensible thing to do.

Ride your wheel properly at all times, and, if your sense of right things is n't blunted, you will enjoy it to the utmost.

THE trans-Missouri poets now
Have ceased to do their level best
With matchless lyrics to endow
The golden sunsets of the West.
They spurn the subject, out and out,
The while they very sweetly tune
Their lyres as they sing about
The glories of the silver moon.

It is all right to change your mind once in a while. How can you grow unless you do?

A HUNDRED years ago there were no public libraries in the United States.

L. A. W. DECALCOMANIAS.



A decalcomania is made by printing the various colors which compose it on a sheet of paper very much as a chromo or other colored picture is printed, except that the order of printing is reversed. The ground work or foundation color, which in the chromo is printed first, is, in the decalcomania, the last printing, and on the top

of this is placed a sheet of either gold or silver leaf.

To transfer this style of picture it is only necessary to attach the back of it (the leaf) by means of some water-proof cementing material, to the bicycle frame or other surface, and when it properly adheres soak with water the paper upon which the decalcomania is printed and it will readily peel off, leaving the picture where it is wanted.

This may be done in many ways, though they are not all equally desirable. If you wish to place the transfer on a paper surface it may be done with ordinary mucilage. Cover the surface of silver background with a thin coat of mucilage. It should not spread outside the silver on to the paper, and yet the silver should be completely covered; this may be

Good Roads Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.

accomplished by the careful use of a small brush, or the paper containing the transfer may be cut away at a line just outside the outline of picture. Stick the transfer where it is to be, and press down so as to bring all parts of it in contact. Let it dry thoroughly, then wet the transfer paper and carefully remove by peeling it up from one corner. Don't attempt to take the paper off until it is saturated with water. Mucilage will not hold on a polished surface and will not stand the weather, so that it is necessary to use something better. The manufacturers of the L. A. W. decalcomania (The Meyercord Co., of Chicago) recommend the use of "Arnstein's transfer size," which is for sale by all paint stores. If not convenient to obtain the "size," any ordinary varnish may be used, the process being the same as with the mucilage, except that the varnish should be allowed to partially "set," so as to be just "tacky" when it is stuck in place.

If varnish is not available, use such paste as druggists have for sticking labels on to bottles. If extreme durability is desired, varnish or "size" should be used, and a light coat of varnish put on over the face of the picture.

The one here shown is made in gold and silver leaf, and six colors.

A single decalcomania by mail, four cents; any number additional, two cents each. Address L.A.W. Road Department, Boston.

SOME poets are good, but more are vice versa.



Coasting Contests

are growing in popularity. The amusement is exhilarating, and ladies can indulge in it. Coasting is fine fun—especially if you win.

Palmer Tires

are great coasters! A bicycle fitted with them will outcoast a bicycle fitted with any other tires. Palmer Tires are livelier than other tires: they make the bicycle run easily.
Our Catalogue tells why. Send for it.
The Palmer Pneumatic Tire Company, Chicago

INTERCHANGE OF ROAD BOOKS.


Many State officers have calls for information that can only be obtained from the road books of other States. In some cases the chief consul or the secretary-treasurer may have the full line of books, but local consuls have not. We often hear from men who live near a State line, and have use for two road books, as they ride in two States. It is suggested that road books of adjoining States be furnished to local consuls who live in the border towns. Such books would necessarily have to be furnished by the State in which the local consul resides, but they must, of course, come from the adjoining State. We would suggest that road books for such a purpose might be furnished by the State which publishes them, at a special price which would barely cover cost of printing. Books to be delivered to and distributed by the State secretaries or chief consuls.

FREE (?) TRANSPORTATION OF WHEELS.

Here comes a man who says he took a trip over several railroads which do not charge extra for the carriage of wheels, but that the *baggage-men on the train* asked him to "contribute." He says he felt obliged to do this, lest they might wilfully damage his wheel.

This is a new scheme (or, at least, a new use for an old scheme), and it would be interesting to know how extensively it is being worked.

Highest Grade Highest Price



ORIGINAL

THE IMITATORS ARE ALWAYS BEHIND. SEE THAT YOU GET THE GENUINE.

RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
BECAUSE IT GIVES THE LEAST
TROUBLE AND THE MOST COMFORT
TO THE MOST PEOPLE

MORGAN & WRIGHT
CHICAGO

L. A. W. PIONEERS.

We have had a great many inquiries from members who wish to join the Pioneers and who desire to know what steps they shall take to join the same.

At the meeting in Louisville, the Executive Committee was instructed to provide a constitution and by-laws, and these will very soon be forthcoming. They will fix the method of taking new members. Until they are in force, new members cannot be enrolled.

We regret to announce that the secretary, Mr. Burley B. Ayers, of Chicago, is unable just at present to attend to his duties. Shortly after returning to Chicago from Louisville, he underwent an operation on his eyes, and this involved a subsequent confinement to a dark room for thirty days. We hope to have him with us again very soon.

LEAGUE HOTELS.

No hotel should be expected to make a special rate to L. A. W. members unless something is to be gained by doing so, and no chief consul should advertise a hotel unless it makes a concession of some sort to L. A. W. members. It is a simple matter of business. The hotel keeper makes the discount, the League advertises his place, and members go there and spend money. The mere fact that a hotel is well kept is no more reason why we should advertise it than it is a reason why the daily papers should advertise it.

TAXATION OF BICYCLES.

Certain city officials in New York, Philadelphia, Rochester and Chicago have lately proposed, apparently in good faith, that bicycles should be made the subject of a special tax. The enormous number of bicycles in the country, and the millions of value that they represent, suggest with some force a subject for taxation that is not likely to be overlooked by the scrupulous assessor.

The sound principle that all property should contribute to the support of the State that defends it should, of course, apply to bicycles as to other forms of personal property; and our present tax laws provide so clearly for such taxation that the justice of a second levy which this proposed special tax would entail may well be inquired into. The bicycle is noiseless, clean and a non-consumer. It does not herald its own approach by a nerve-wearing ding-dong on the hard stone pavement, nor does it wear out or soil the streets, or occupy an undue amount of space in the thoroughfare.

Just why it should be made the subject of a special tax, from the operation of which other forms of vehicles are exempt, is a question that no one has yet attempted to answer. Such a tax would certainly be unpopular, and would probably be illegal, as well. That it would be unjust goes without saying. The cycling citizens of the United States are already heavy tax-payers, and under our general laws are exempt from no species of tax to which other citi-

S.T.I.

SINGLE-TUBE TIRES.

S.T.I.

SINGLE-TUBE TIRES.

SINGLE-TUBE TIRES.

Pneuma.

CTESIBIUS ALEXANDRINUS was the first to use "pneuma" in the manufacture of machines and instruments. In the third century B. C., and would, if alive today, undoubtedly be making **PNEUMATIC SINGLE-TUBE TIRES.**

"PNEUMA" is frequently used by politicians and others, as the supply is inexhaustible and cheap. It is not, however, the amount of "pneuma," but its application, which tells—in a pneumatic tube, its close imprisonment. Sawing wood is a healthy means of exercise, calling for the waste of some "pneuma," but hardly useful in producing tires. It follows, then, that the manufacturers of **Single-Tube Tires** under the Tillinghast patents prefer rather to devote their energies to the construction of the **Best Tires**, and thus verify a prophecy, than to engage in the less useful, even if more healthful, exercise of sawing wood.

Examine the list of reliable firms and companies which are the only licensed manufacturers of **Single-Tube Tires**:

The Palmer Pneumatic Tire Co.
The Pope Manufacturing Co.
The New York Belting & Packing Co., Ltd.
The Boston Woven Hose & Rubber Co.
The Revere Rubber Co.
The New York Tire Co.
The Diamond Rubber Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.

The Hodgman Rubber Co.
The Newton Rubber Works.
The Hartford Cycle Co.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Inad. Wire Co.
The Spaulding & Pepper Co.
The Peoria Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.

All Others are Infringers.

—Suits have been brought in every United States Circuit.—

If further information is desired write to the owner of the Tillinghast patents,
Theodore A. Dodge, Equitable Building, Boston, Mass.

S.T.I.

SINGLE-TUBE TIRES.

S.T.I.

zens are compelled to respond. It would be quite as wise, and fully as equitable, to declare a special assessment on sewing machines and type-writers as upon bicycles, or upon any other useful thing in which citizens generally have acquired an ownership. The bicycle tax as a specialty will, I think, never become a fixture in the tax law of this country.
—ISAAC B. POTTER in the *Century*.

"THE RUBBER TIRE ASSOCIATION."

On Sept. 17th, a meeting of pneumatic tire manufacturers was held in New York, for the purpose of agreeing on a standard form of guarantee. The officers of the new Association are as follows:

President, Theodore A. Dodge; First Vice-President, L. K. McClymonds; Second Vice-President, G. T. Perkins; Secretary, Kirk Brown; Treasurer, George F. Hodgman; Executive Committee, George H. Day, J. E. Davis, H. C. Conon, J. F. Palmer and H. C. Morse.

The new guarantee will expire Feb. 1st on all tires sold the previous year. Tires sold after Sept. 1st are to be dated the following year.

Tires treated with so-called "anti-leak" compounds will forfeit their guarantee. It is claimed that no maker can afford to give the proposed liberal guarantee on anything but a very good tire, and so it will tend to act as a preventive of adulteration.

THE prize ring has n't all the vice,
For the closest tuck and nip
Is between the dealers in coal and ice
For the *lightweight* championship.

"MOTHER'S APRON-STRINGS."

NIXON WATERMAN.

WHEN I was but a verdant youth
I thought the truly great
Were those who had attained, in truth,
To man's mature estate.
And none my soul so sadly tried
Or spoke such bitter things
As he who said that I was tied
To mother's apron-strings.

I loved my mother, yet it seemed
That I must break away
And find the broader world I dreamed
Beyond her presence lay.
But I have sighed and I have cried
O'er all the cruel stings
I would have missed had I been tied
To mother's apron-strings.

Oh, happy, trustful girls and boys!
The mother's way is best.
She leads you mid the fairest joys
Through paths of peace and rest.
If you would have the safest guide,
And drink from sweetest springs,
Oh, keep your hearts forever tied
To mother's apron-strings.

COLFAX COUNCIL, Royal Arcanum, New York City, is forming a bicycle club, composed of its members, the objects of which will be closer fellowship with each other and a standing advertisement for Colfax Council. No better way of getting favorably and happily before the public could be devised.

Fall Bicycle Suits for Men...



—beautiful styles in excellent cloths have just been placed on sale at three prices that cannot be equalled elsewhere, viz.:

\$3.75, \$5.00 and \$6.50

The suits are sewed throughout with silk and are perfect in fit. The leg-overs have two hip, two side and two watch pockets, and are reinforced. The coats have four patch pockets, buttoned, and the seams are piped.

Samples of cloths sent to any address upon request.

Money refunded if suits are not satisfactory

In ordering suits, send chest and waist measure.

Golf Bicycle Hose...

50 cents to \$2.50, per pair.

Turtle Neck Sweaters...

Men's, \$2.50 and \$3.75.
Boys', \$2.00 and \$3.25.

Mail orders promptly filled.

STRAWBRIDGE & CLOTHIER,

DRY GOODS...

PHILADELPHIA.

The Trump Cyclometer

The Most Perfect Recorder Made for Bicycles.

NEAT
—
NATTY
—
NOISELESS
—
CAN BE
SEEN AT
A GLANCE
FROM THE
SADDLE



REGISTERS
10,000
MILES
BY TENTHS
—
WEIGHS
LESS THAN
2 OZ.
—
Water Proof
—
Dust Proof

Retail Price \$1.50.

Send for Catalogue which contains other wheel novelties.

THE WATERBURY WATCH CO.

WATERBURY, CONN.

"INCOMPETENT JUDGES."

Did you ever compare the finish of a bicycle race with the finish of a horse race? Every horse starts out to win, providing, of course, that his driver hasn't already arranged to have him lose. There is no pacemaking; horsemen don't think it pays to take the chance of getting "pocketed." Sometimes there is a close finish, but it is usually between two horses; and when one horse is gaining on the other at the finish, the rate at which he gains is comparatively moderate.

What a different state of thing exists at the bicycle race. In a "scratch" race, *i. e.*, where all contestants start even, if the distance is a mile, three-fourths of it is a "procession"; and even if a pacemaker has been employed, the speed is rarely fast enough to leave any of the racers behind until toward the end of the mile. The real race usually starts somewhere between the three-quarters and seven-eighths mark, and from there to the finish the riders seem bent on winning, if possible.

A peculiar fact is developed in these finishes, viz.: that some riders, while they may not be able to ride a mile as quickly as others, can, for a few yards, very greatly exceed the motion of a stronger but less active rival, and this burst of speed is put on just before reaching the tape. The result is that sometimes the three, or even four or five, leaders may be within a yard of each other, and the man who is second at the tape may be first when he is a yard beyond it.

There may be an exciting contest between two riders near the pole, while a third who is riding at the outside or middle of the track may win the race. This often causes contestants to complain that they have not been fairly judged by the men who are placed at the ends of the tape for that purpose.

It has also been common for certain newspaper men and others, seated, in some cases, several yards from the tape, to make severe criticism on the judges' decisions. The writer has often thought that if these critics could do so well when they were not in a position to see, what might they not do if they were given the advantageous position occupied by the judges? Here is a pointer for race-meet promoters.

CONCERNING LIARS.

"I said in my haste, all men are liars." — PSALMS CXVI.: 11.

The above quotation was used in this paper September 11, and credited to Solomon. This was a grievous error on our part, as it is entirely probable that it was written by David. We are very glad to make this apology to the author of so frank and, withal, so justifiable a remark.

We not only claim to be well posted in biblical matters, but we have at hand the latest and most approved analytical concordance. The mistake was made by our silver editor, who has no business to meddle with these outside matters anyway.

It USUALLY requires more than a single glass to make a man see double.



EVANS' IS SIMPLY A GOOD OLD ALE.

THAT'S ENOUGH!

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

RAILROAD BICYCLE-PATHS.

It is suggested that the space between the rails of railroads be filled in with gravel, and graded so as to form bicycle-paths. Our correspondent says that, in talking with railroad men, they objected, on the ground that it would rot the ties. This answer might have staggered a less persistent man, but with that true Americanism that surmounts all obstacles, he proposes that the United States Government take hold of the matter, and put in iron ties so that they can't rot.

The L. A. W. is pleased to comply with this very reasonable request, and suggests the above plan, with the following amendments: While the Government is about it, it might be well to pass a law to prevent any "finnick" railroad from denying the wheelmen this little privilege, and, also, to make the railroads responsible for any harm which their rolling-stock might do to touring wheelmen. Then it might be well to add what congressmen would call a "rider," providing that all hotels along the route should set apart certain tables, with ice water and napkins free, for the use of parties who might want to bring their own lunch.

CAMDEN, N. J.

Wheelmen complain that they are not allowed to ride their wheels on to the ferry boats, but must dismount at the door of the ferry house, and "lead" the bicycle. We assume that, of course, horsemen are

PUNCTURE PROOF BICYCLE TIRE

OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY

NO PUNCTURES TO REPAIR

Catalogue and Sample section of Tire free upon application. Address
THE PUNCTURE PROOF TIRE CO., Quincy, Ill.

made to get down and lead their horses, and, if not, the L. A. W. would be glad to know why discrimination is made between two classes of vehicles?

DO YOU WANT INFORMATION?

The "Road Department," of the L. A. W. at this address, has on hand and is glad to send, for a stamp, a copy of any of the following:

MICHIGAN WIDE TIRE LAW.
MASSACHUSETTS ROAD LAW.
OHIO GUIDE-BOARD LAW.
SOMERVILLE TACK ORDINANCE.
MASSACHUSETTS GUIDE-BOARD LAW.
ARMSTRONG BAGGAGE LAW.
MASSACHUSETTS BICYCLE LAW.
CANADIAN TOURISTS' CIRCULAR.

READING TO HARRISBURG.

EDITOR L. A. W. BULLETIN:

I deem it my social duty to give you accurate information (to be used as you deem best,) gained through last week's personal experience, of the pike roads running from Reading to Harrisburg, and from Harrisburg to Chambersburg.

Between the first two places the road is very fair, and, for considerable distances, excellent, until you reach Palmyra; but from that point any one, whether expert or a tyro, will appreciate the advice to take the train to Harrisburg.

THE Matchless STEEL Gendron

Write for Catalogue

EASY RUNNING GENDRON WHEEL CO. PLEASES AGENTS AND RIDERS.

Toledo Ohio.

1897 ORIENTS 1897

We are rapidly booking agencies for next season.

AGENTS AND RIDERS wanting machines early should lose no time in placing their orders.

We fill them in rotation.

Branches in all the principal cities.

WALTHAM MFG. CO.

Main Office and Factory, Waltham, Mass.

The Philadelphia & Reading R. R. checks wheels and carries them free.

The pike from Harrisburg to Carlisle is quite good, but most of it from Carlisle to Shippensburg is very, very bad, — not only for the "bike," but for any other vehicle that goes on wheels. The one redeeming feature is that no toll is charged.

All wheelmen should take the cars between these points, even though they must pay to have their wheels checked.

The path along the Cumberland Valley R. R., from Chambersburg to Greencastle, is very fine, and admits of a speed of twelve miles an hour with ease and safety; from there southward I recommend the pike road, which is A1, as is also the road running from Greencastle to Waynesboro.

I hope that this may be of service to our fellow-craftsmen.

No. 123,722.

BEFORE AND AFTER.

The young wife pouted her beautiful lips,
And her sweet smile suffered a sad eclipse.
"I am not so much to you, now," she said,
"As I seemed to you, darling, before we wed."
Said her "lord," who had dared to infer that he
Was aware of holding her on his knee,
"You seem lots more!" — he but sought to trick her,
"That's just why you tire me so much quicker!"

MEN who have married actresses know why a star requires a whole company to support her.

\$1.25 - REDUCED PRICE - \$1.25

BICYCLE APPLIANCE CO.

1004 Walnut St.
SALESMAN,
1346 Chestnut St.
PHILADELPHIA.

THE SIMPLEX
TRADE MARK
REGISTERED.

[PATENTED]

With Tapering Rubber Plugs, is the Ideal Repair Outfit.

Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.

SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, \$1.25. ILLUSTRATED BOOKLET FREE.

Electric Cloth cleans everything. Try it on your Dirty Cork Handles. Send 2c cents for Sample Cloth. Descriptive Circular Free. Agents and Canvassers Wanted. Write us.

New Roads and Road Laws

IN THE UNITED STATES.

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - Boston, Mass.

☛ Sent by mail on receipt of \$1.00.

A "FAMILY RECORD."

Not the usual list of births and deaths, but the record for a family riding a hundred miles in a day.

Henry E. Ducker, of Buffalo, N. Y., together with his wife and five children, accomplished the feat, and Mr. D. wants to claim it as the world's record. We feel like apologizing for giving the full name and address; it is done for the benefit of our large army of members who are not "old timers." To those who were in the cycling swim ten years ago, it would be only necessary to refer to him as "Ducker."

We assume that this means the record for a family of this number, and that to beat it would require a larger family. It would seem as though here was opportunity for that other old timer, "Ariel"; but, hold! a second look at the newspaper clipping reveals the statement that Mr. Ducker has still more children capable of riding a century, and that he will make another bid for the family record, if necessary.

The lawyers prove, when they undertake it,

That "where there's a will there's a way" — to break it.

THE scrub-woman is our modern Diana. She is always scouring the woods.

THE increasing ability of women to grasp new ideas and purposes is shown in the fact that they have taken up bicycling with much less bother and bustle than would have been possible a few years ago.



Automatic Brake
FOR BICYCLES.

PAY'D APRIL 10, 1894.
PAY'D MARCH 8, 1899.

DESCRIPTIVE CIRCULAR ON APPLICATION.

BAILEY MFG. CO., 189 La Salle St., CHICAGO.

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I.
Brockton, Mass.



PRIZE MEDALS JOHN HARRIOTT 3 WINTER ST. BOSTON, MASS. PINS

The Hit of the Season.

An Aluminum Bob.

Every cyclist should have one. 37,000 already sold. Mailed for 36 cents.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Special prices to dealers and agents. Makers of Indiana Chain

The Best Yet and Free!! To L. A. W. members enclosing 2c stamp for postage, sample

G. W. COLE & CO. PACE-MAKER CHAIN LUBRICANT.
111 Broadway, New York.
Manufacturers of the famous "3 in 1"

You to judge its merit.

STOLEN. In Lynn, Sept. 17, 1896, Lady's "Clipper"; black frame; mahogany rims; Vim tires; Messinger saddle; only one tube from front forks to crank hanger; brown cord in skirt guards on wheel guard and maroon cord on chain guard. E. A. JOHNSON, Gen. Elec. Co., Schenectady, N. Y.

STOLEN. "Spalding" wheel; 1896 pattern; No. 62,073; blue frame; Palmer tire; 24-inch frame; 28-inch wheel; Titus bars, 16 inch. Taken from Betz Building, Broad street, Philadelphia. Notify R. H. PARISH, 1515 Snyder avenue, Philadelphia, Pa.

FAIRMOUNT PARK, PHILADELPHIA.

Complaint is made that proper protection is not afforded ladies who ride in this park. Several accidents have occurred, caused by collisions between bicycles and carriages, in one of which two young ladies were severely injured, and the driver of the carriage whipped his horses and got away without the wheelmen being able to identify him.

So far as the accident is concerned, there might have been some excuse for the driver, but for his running away he should be severely handled; and we have no doubt the Philadelphia wheelmen will take care of him if he is found.

FREE

To L. A. W. Readers.

Every bicycle rider should read the book describing the FLETCHER HICKORY HANDLE BAR with the Patent Key Clamp. It contains common sense facts on the handle bar question, instructive and interesting to the novice and expert. It solves the problem of preventing vibration—acquaints you with a means of riding with more comfort and greater safety. It's free for the asking—shall we send it to you?

SCHAUM & UHLINGER, PHILADELPHIA.

THE COLFER

MONTHLY PRICE TEN CENTS.

Boston, Mass.

The Golfer is an unusually interesting and beautifully illustrated publication. — *The Boston Herald.*

The Golfer is a monthly masterpiece of book-making devoted to the game of golf. — *The Boston Journal.*

PUBLISHED MONTHLY.

One Year	One Dollar
Six Months	Fifty Cents
Single Copies	Ten Cents

THE COLFER, BOSTON, MASS.

STOLEN. On night of September 10th, from entrance to Hotel Walton, a "Miami" bicycle, No. 1,921; pattern '96; frame 24-inch; maroon color; raised handle-bar; Christy saddle; Silver King of the Road lamp; wheel bright and clean. Notify H. S. WADSWORTH, cor. 23rd street and Passyunk avenue, Philadelphia, Pa.

AMERICAN competition is much talked of at present, and it will doubtless interest our readers to learn that English cycles are still sold across the Atlantic. Time and again it is apparent that the transatlantic cyclist is able to appreciate a high-class English-made machine, and that he does not mind paying a few extra dollars for the sterling worth which he knows he will get. It is only on account of the highly prohibitive duty that the high-class English mounts do not sell in their thousands throughout the United States. — *Scottish Cyclist.*

A loose spoke speaks for itself.

The Money Question.

"Or ever the silver cord be loosed,
Or the golden bowl be broken,"
Great ions of printing will be produced
And thousands of speeches spoken.

IS IT IMPORTANT?

- "He should be impeached."
- "He has used his office wrongfully."
- "He has committed a breach of trust."
- "He shows that he is in the employ of Mark Hanna."
- "The members should not allow him to use them as catspaws."
- "Such tricksters as Mr. Elliott should not be allowed to flourish."
- "His BULLETIN contract should be annulled at the next assembly."
- "He has sold the League of American Wheelmen to the money power."
- "You shall not bring the L. A. W. down to the level of ward politics."
- "He has prostituted the official organ to the upholding of the gold aristocracy."
- "The L. A. W. should not be dragged in the dirt by this self-constituted czar."

These few extracts, taken from what has seemed an almost inexhaustible supply, will serve to emphasize the great need of enlightenment, and also to call attention to the importance of an educational family magazine like the *L. A. W. BULLETIN*.

We are told, with all the anxious earnestness that would mark a matter of life or death, that these United States cannot long exist in even approximate comfort unless the free coinage of silver becomes a fact.

With no less earnestness, we hear it loudly heralded that the free coinage of silver means financial disaster. Thousands of earnest, honest conscientious men are arrayed against each other on this all-absorbing question.

Is the discussion of this question "ward politics?"

Does the discussion of it in the *L. A. W. BULLETIN* warrant the epithets that have been "hurled?"

Road improvement is generally the last object that money is appropriated for. It is hard enough in most States to get money for roads when business is good. How important it is, then, for those who have the cause of road improvement at heart that the highest degree of industrial activity shall prevail, not to mention the importance of it to us all as individuals.

The truly wise man wants to learn. Only the ignoramus is content with what he knows. The commingling of men and ideas through the me-

dium of the press, the railroad, and the bicycle, has raised the average intelligence wonderfully. Human intelligence means civilization, progress, toleration. Let us, then, have the courage to be on one side or the other of every great question. Let us have the manliness to say what we think, not forgetting that the man who thinks differently has the same right.

What would you say as to the fitness of a judge who decided his cases on hearing only one side?

"Come, now, and let us reason together, saith the Lord!" — ISAIAH i.: 18.

ANSWERS WANTED.

1. If the Government should buy fifty-three cents worth of gold and stamp it "one dollar," *without making the coin legal tender*, would that make the value of the coin one dollar?
2. If the Government should buy fifty-three cents' worth of gold and stamp it "one dollar," *making the coin legal tender*, would the silver men object?
3. Would the silver men be satisfied if the Government stamped fifty-three cents' worth of silver "one dollar" *without making the coin legal tender*?
4. Why would it not be as reasonable to make fifty-three cents worth of gold "one dollar" as to make fifty-three cents worth of silver "one dollar"?

No. 66,917.

AN APOLOGY TO MR. CHOATE.

Wind is *not* an adjective, he says, in the sense in which he used it, and it was a "slip of the typewriter." As we know Mr. Choate to be an educated lawyer, the explanation is easily accepted. The word "not" was omitted from the second line of his article; "not approved" was what he wrote. The fault was with the *L. A. W. BULLETIN* proofreader. We will discharge her just as soon as the League becomes entirely "disrupted."

No argument can really be answered by calling it wind, though that sort of talk *does* go sometimes with certain kinds of people, who would not, however, be likely to raise the question of whether it was an adjective or an indiscretion.

BULLETIN readers usually prefer reasons. The *L. A. W. BULLETIN* editor is not a stickler on grammar, and does use many "ungrammatical" sentences. For instance: "A very large number of even our own citizens are always ready, etc." is criticised by Mr. Choate. We plead guilty, but would write it that way *every time*.

We said, "Money is a memorandum, nothing more;" that is criticised. The issue is as important as though we had said, "Water is a beverage, nothing more." The money which we mostly use (bills) is strictly a memorandum and nothing more. Gold money, which we don't use except to secure the paper, is, in a sense, property. It is "issued" by the Government, since it could not be used as money without the Government stamp. In other words,

of silver in the ratio of sixteen ounces of silver to one ounce of gold, or whether the present financial stand

that stamp is all that makes it money, even though it has a market value equally as great without the stamp. Offer your grocer a piece of gold metal weighing 25.8 grains and he cannot be made to accept it for payment, any more than you could compel him to take a piece of lead of equal value; but with the mint impression on it, he must accept it as a dollar.

In the case of silver, it is at present forty-eight cents memorandum and fifty-two cents property. We willingly modify the "and nothing more" part of our statement, as above, though so long as the metal is in the form of money it can have no real use except as a memorandum of business transactions.

"Again, Mr. Elliott says, business booms or dies entirely without regard to the amount of money in existence. In the next paragraph he says that a moderate change in the amount of money in existence will work a serious injustice. Can Mr. Elliott stand by both those statements? If not, which one? Possibly I am to blame, but I am still in the dark as to where Mr. Elliott "is at," and it seems to me that he is as befuddled and inconsistent as the majority of gold bugs are." — *Extract from Mr. Choate's last letter.*

The word "moderate" was not used; we said, "a material increase or a diminishing of the gross amount of money in existence."

People adapt themselves, in time, to the existing conditions, if those conditions remain stationary long enough. When present conditions promise to last, men will base their calculations accordingly, and those having money will use it, for money which is idle is unproductive. When a considerable portion of the money in existence is in circulation, it means that the products of human labor and skill are being purchased and times are good. With the same money in existence and the holders of it fearful of changed conditions (due nearly always to political agitation), the money is held in safe keeping and times are hard.

Now, at any time, no matter who has the money, if a "material" change in the volume of money takes place, its value is changed and the "injustice" occurs, and this injustice is proportioned to the suddenness of the change. The regular increase in the production of gold is, with the present methods, sufficient to allow for the increased population, and, with the improved methods of working ore, the gain promises to go ahead of the requirements; but suppose some extraordinary mines were discovered, and the gold supply was increased by many tons, almost at once the value of gold would decline just as silver has. The objection of the "gold bugs" is not so much to the free coinage of silver, but to its coinage at a value which it has not; 32 to 1 would not be a serious injustice to anybody, for then gold and silver would go for what they are actually worth.

P. S. — We assume that "befuddled" and "inconsistent" are adjectives.

WHEN the campaign ends, all this gold and silver talk will be over.

A. B. BENNETT, Salt Lake City, Utah: — Personal abuse doesn't count for much in this office, though it serves to keep us from forming a mutual admiration society. There is nothing in your letter of September 3d that has any logical bearing on the case, except possibly your insinuation that we have a "contract" with the "sound money autocrats." As such accusations are coming in every day, we will wait awhile and answer them all at once.

"Surmise is the gossamer that malice blows on fair reputations, the corroding dew that destroys the choice blossom. Surmise is primarily the squirt of suspicion, and suspicion is established before it is confirmed." — *Zimmerman.*

Continue to read the *L. A. W. BULLETIN* carefully, and you will surely become a wiser and, possibly, a better man.

EDITOR L. A. W. BULLETIN:

Dear Sir, — I wish to commend your article on "The Value of a Dollar" in particular, and the *BULLETIN* in general. I don't always agree with you, — (I don't with anybody except my wife,) — and sometimes you say things that hit me; but I notice that very same thing every time I read the Bible. I wonder if those cranky objectors ever thought of that. Yours,

S. R. KITCHIN.

ONLY A SUGGESTION.

If, as is claimed, the government can put its stamp on fifty-three cents' worth of silver and make it as good as a gold dollar, why can it not put its stamp on a pot metal bicycle and make it a high-grade machine? Yours anxiously,

WM. D. KEMPTON.

CINCINNATI, OHIO.

TUT! TUT! TUT!

EDITOR L. A. W. BULLETIN:

The money question is the most important question of the day, and you do right to allow its discussion. When people get their ideas clear they will agree in deciding that the bankers and business men and others who have use for money can furnish better, more stable, and more convenient medium of exchange than can a majority of the nincompoops that wisely jabber away at Washington every winter, and whose final adjournment is hailed with a sigh of relief by all the workers of the country.

No. 98,606.

A much inflated currency,

At some most trying juncture,

Might go "kersock" on some sharp rock

And get an awful puncture.

"IN GOD WE TRUST" was first used on the two-cent bronze coin issued in 1864. How would the same hopeful statement do for the new silver dollar which is proposed?

Good-natured antagonism is always welcome. It should be remembered that abuse is not argument, and that anger is a sign of weakness.

A Geographical Puzzle.

Our knowledge of geography is not so very great;
And yet we can remember how the teacher used to state
That travelers o'er Sahara's burning waste of sand
Saw ne'er a drop of water and but mighty little land.
Imagine, then, our wonder at the hotel bill of fare
Which says that "floating island" is in the desert there.

A SEXAGENARIAN'S JOY.

EDITOR L. A. W. BULLETIN:

Dear Sir, — I have just returned from a week's vacation awheel, and I have had such a delightful trip and have enjoyed it so much that I feel you should have a brief sketch of it.

I left Watertown at 6 A.M. on Thursday, Aug. 20; wheeled to Boonville, 50 miles, for dinner — just 12 M. After an hour's rest continued on, arriving at Utica at 7.45 P.M., just 85¾ miles by cyclometer. A portion of the road was very bad, especially for several miles south of Boonville.

I visited among relatives and friends in Utica till Sunday noon, when I started for Syracuse, 52 miles, arriving there at 8 P.M., having been compelled to lay up for an hour on account of rain. Road generally from Utica to Syracuse, via the old Seneca turnpike, very good, but the Highway Commissions in some townships have much to answer for.

Left Syracuse 7.30 Monday morning, wheeled to Wolcott, arriving about 3.30 P.M., over roads on which it was impossible to make good time. Took train at Wolcott, arriving at Forest Lawn, on the lake, about 7 P.M. Here I met my son and his wife, who were spending their vacation at that most delightful summer resort and who, by the way, were taken completely by surprise. Rode into Rochester, on the cinder path, Tuesday morning, and spent several hours riding about that beautiful city, with its wide avenues of asphalt pavement, and over its smooth, inviting cinder paths. Left Forest Lawn for home at 8 A.M. Wednesday morning, making Hannibal, Oswego county, at dusk; sixty-five miles. Reached Adams Thursday night and home Friday at 11 A.M.

Covered 400 miles, averaging about 65 miles a day while riding.

This is no great shakes, but when you consider that I am over 60 years old, it is perhaps something that is not done in the ordinary course of human events.

What I consider a very remarkable fact in connection with the trip is that I did not have the slightest accident to my wheel or myself, — not a puncture or a loose spoke or nut, and I brought home with me the same identical air in my rear tire that I took away, not a whiff being added during the journey. I pumped a little air in the front tire twice.

The finest road I met on the whole trip was between West Webster, near Forest Lawn, and Sodus, on what is called the Ridge Road. The ridge is all sand; the roadway has six inches of clear sand. It is densely settled along the road for thirty miles, and there are many small villages. For the whole thirty

miles there is an elegant side-path and country town sidewalk of gravel, ashes or cinders. There is not a hill a foot high, to climb, the whole distance.

To say that I came home with an appetite would be speaking tamely. Why, I'm actually voracious, and I have inclination now to tackle the hardest kind of office work, which before was looked at with dread. The wheel does it.

W. H. PARSONS, No. 97.687.

A MISSOURI ROAD.

Like most of the States of the Union, Missouri has some good roads, and, then again, it also has others. The illustration shown herewith shows one of the "others."

The photograph from which this cut was made, was taken a short distance east of the town of Ritchey, Mo., and this road with six others of the



same kind, were found on a union run of the Monett Wheel Club and their unattached friends. Bridges of fence rails were built, in each instance, to enable the ladies of the party to pass over dry shod.

The fence rail, as a factor for making highways passable, is going out of fashion, and Missouri is doing its share in the cause of better highways. The work about St. Louis and other sections of the State is progressing satisfactorily. In the course of a few years one may cross the State and not once require a fence-rail ferry for getting his wheel across submerged roads.

This world is full of chronic kickers
Who stimulate with various liquors;
And so the girl who rides in "knickers"
Shouldn't blame the man that snickers.

IF YOU have plenty of good points about you the world won't sit down on you very hard.

THE rider of a bicycle always feels rich. Beginners frequently know they are well off.



MY GRANDFATHER'S OLD "SNAKE" FENCE.

NIXON WATERMAN.

I lived on a farm in my innocent youth,
With my grandfather, hoary and wise,
And many a lucid and logical truth
He brought to my wondering eyes.
Yet one thing I saw seemed so all out of rhyme
With a man of his wonderful sense,—
I've thought of it many and many a time,—

*'Twas my grandfath-
er's old "snake" fence.*

He harped on "economy" day after day,
And labored to "save" all he could;
Yet he fashioned his fence in so crooked a way
It took twice the rails that it should.
And a broad strip of land, filled with briars and trash,
Was left in the corners, and hence
It robbed him each year of considerable cash,

*Did my grandfath-
er's old "snake" fence.*

But since I've grown older and travel about,
I find every man has a "trait";
On some line of thought he is crooked with doubt,
Though in everything else he is straight.
His brain may be clear as his reason is sound,
And his grasp of ideas immense,
Yet on some point or other he zig-zags around

*Like my grandfath-
er's old "snake" fence.*

THOUGH our soldiers had to go bare-footed at Valley Forge, it was the English that got "whipped out of their boots."

Don't think because a woman marries a poor sort of a man that she does n't know better. It is because she can't get them.

A MAN of words and not of thoughts
Is like a great big row of naughts.

"OPEN rebuke is better than secret hatred."

"It is less painful to learn in youth than to be ignorant in old age."

HARD AND SOFT TIRES.

In the last number of the BULLETIN, a correspondent advises bicyclists to ride hard tires because they will wear longer. This prompts the query: Are we riding wheels for our own pleasure and comfort or to save the tires? The majority of wheelmen, probably, have limited means, and they, or some of them, may answer, "We must ride to save the wheel, if possible." Then, if you ride to save the wheel and ride hard tires, you will do so at the expense of your spinal column; for it is admitted that no man can ride a wheel with hard tires and springless saddle (most saddles are practically springless), without injury, the extent of the injury depending upon many things but chiefly upon the weight of the rider.

If a man breaks a leg or arm, the injury is serious enough, but is not to be dreaded or guarded against so much as the disease that creeps upon a man stealthily and does not make itself known till too late to be cured. The majority of wheelmen ride for pleasure and health, but there is no pleasure in riding hard tires, and where there is no pleasure there is not only no aid to health, but also a positive hindrance to good health; for whatever depresses the mind, injures the health of the whole body. On floors, asphalt, concrete and smooth macadam roads, hard tires may be ridden, but the moment the rider leaves these to cross a jagged stone foot-path, cross-walk, or cobble-paved gutter, then begins a jolting and jarring, that, if long continued, results in injury. Continued jolting destroys the elasticity of the vertebral cushions quicker than intermittent jolting.

What is the object in having a cushion tire? Why, to have a cushion. But if the tire be inflated till hard as solid rubber, there is no cushion, and the rider might as well ride the solid tire. Some dealers in wheels do not, apparently, look far ahead; they clutch the bird in the hand, forgetting that there are two in the bush that may be caught if the one is handled right. When I take my wheel from the repair shop, I deflate it about half. I do not attempt to ride the wheel home, only a mile, over the pavements, with the tires hard as solid rubber. If I did, and had false teeth, I should put my teeth in my pocket, for I should be afraid of losing them before I reached home.

I have heard riders who learned to ride on hard tires in halls, complain of the jolting of the wheel, and when the tire was deflated, they exclaimed, "Why did n't he (teacher or dealer) tell me? I supposed he knew what I wanted." I believe that hard tires have caused some riders to give up the wheel. If dealers wish to sell more wheels let them advocate soft tires. The manufacturers will not object, for it is said that the soft tire will wear out quicker than the hard tire. But this is not my experience.

I weigh one hundred and seventy pounds and I have ridden a tire about half deflated 2,974 miles, and it is as good as it ever was, as far as I can see, except two punctures made by nails.

Much has been written about the "anxious" face of the bicyclist. The anxious face, the awry face (leading naturally, perhaps, in some cases, to the rye face) disappears after the beginner has learned, unless he rides hard tires. No man can ride with a cheerful face when he has the toothache, and no man can put on cheerfulness when every turn of the wheels jolts and jars him. I know from experience and from what others have told me that hard tires produce (on ordinary roads) irritability, indigestion, and the usual consequent headache; and then every pebble in the road touched by the wheel is like a pin thrust into the body,—it is torture, pure and simple. If you wish to ride with comfort and cheerfulness for health and pleasure, deflate the tires one-third or one-half.

PROVIDENCE, R. I.

GEORGE APPLETON.

"THEY'RE OFF."

THE theatrical season opened in New Orleans last Sunday night at St. Charles Theatre. As this was the first play given in New Orleans after Dudenhefer's High Hat bill became law, New Orleans was on the "qui vive" to see how the ladies would observe the law. They acted, of course, as ladies, removed their hats on taking their seats, and if possible looked lovelier hatless than they formerly did wearing their usual stage screens. — *Exchange*.

PENNSYLVANIA STATE DIVISION MEET.

The Pennsylvania State Division Meet, which has just closed in Pittsburg, was, it is claimed, the most successful in substantial results of any State or National Meet in the history of the L. A. W. Immediately preceding and during the Meet over 600 applications for L. A. W. membership were forwarded to Secretary Hassett from Pittsburg and vicinity. The lantern parade on the first night of the Meet brought out one of the largest crowds ever seen on the city streets, and the races Saturday afternoon were attended by between 15,000 and 20,000 people. T. J. Keenan, Jr., vice-consul of the L. A. W. and president of the Associated Cycling Clubs, of Allegheny county, had general charge of the Meet.

WHEN the waiter takes your order
And leaves you staring in your chair,
Can some one tell an anxious boarder
Why he's gone so long, and where?

MOST any one can grow a tree if he sets out two.

THE beginner on the wheel is sure to have trouble when he loses his bearings.

KENTUCKY doesn't care what metals the other States coin so long as they let her mint julep.

SOME POSTER POETRY.

NIXON WATERMAN.

Oh, the wierd, wank, wail of the billy-go-bing.
And the shriek of a whimpering loon;
And the simmering sigh of a dragon-fly,
From the thitherward side of the moon.
"Just tell them you saw me;" they "ll know all the rest,
You've sung it so often before.
And the next day it snowed and the next day it blowed,
Not any, none, never, no more.



Oh, the drip, drip, drip of a leaky ship,
And the boy, oh, where was he?
I don't care a cent which way he went.
For I get my wages, — see?
And there ain't no ship and there ain't no shore,
And there ain't no earth nor air;
And there ain't no nothing any more.
Nor never was, anywhere.

Oh the wheels go round or they cut across,
And the curfew shall not ring,
For the purple cow is dreaming now
In a bright red grape-vine swing.
"I am not mad!" Nay, not a bit!
But I'm onto my job, you bet!
For I'm trying to write some lines to fit
The posters that I get.

SOME men can't see very well without glasses and some can't see very well with too many of them.

NO WONDER poets go all to "pieces."



Bicycle Manufacturers and Dealers in Supplies:
Are you seeking foreign trade? Consult Dumont
& Son, 114 Nassau street, New York.



Works Both Ways.

THE man who really knows his calling
Can build a road as fine as "clover."
And give it such an overhauling
It's always easy hauling over.

KEEPING ROADS GOOD.

Most everyone has heard of the man who gave it out that he always took a bath every year whether he needed it or not. A great many roads are "worked" on the same principle. Once a year they are given what is known as a "fixing up," and the rest of the time they must shift for themselves. As a consequence they "shift" from one side to the other, just as the lay of the land and the lack of proper drainage may demand.

And, be it remembered, there is sometimes a piece of road that Nature has kindly cared for, — which really does not require fixing. Often this is plowed up, along with defective sections, and is made soft and susceptible to ruts and washouts. It is also then in a good condition to produce the largest quantity of dust.

A good road should never be thus "repaired." A defective road should be repaired at any and all times. It is cheaper, and certainly much better. Europe's good roads are the result of proper building and constant care. They do not have to be repaired. They are fixed before they need repairing — in the sense of being partly rebuilt.

The one great lesson the people of our land must learn is, that the time to repair a road is when it needs it. These once-a-year reformations are too few and far between. Fix the roads now.

A NOVEL ROAD INQUIRY.

Charles Freeman Johnson, of San Francisco, Cal., who is an earnest worker in the cause of Good Roads, has written a series of articles on that subject for the *Overland Monthly*. He will also send out ten thousand circular letters to county supervisors, county school superintendents, principals of normal schools, presidents of universities, and members of Good Roads commissions and organizations.

Any of the above persons reading this notice, or persons not mentioned above but interested in

good roads, are requested to send replies to these questions (even if they do not receive the letter,) addressed to CHARLES FREEMAN JOHNSON, 823 B Sutter street, San Francisco.

THE QUESTIONS.

1. What do you think of the condition of the highways of your State?

2. What suggestion do you make for their improvement?

3. Do you consider road-building a science? or so simple that it can be entrusted to any citizen?

4. What do you think of the plan of the Washington Department of Road Inquiry for teaching road construction and maintenance in the normal and public schools, shown in my article, page 252 of the September *Overland Monthly*?

5. Is there any provision in the bridge laws of your State or county, similar to that in the California law, requiring "Strain Sheets," shown on page 259 of my article, September *Overland Monthly*?

6. (Suggested by Gen. Roy Stone.) Can you give an opinion, from investigation or experience, on the comparative advantages of the contract method of keeping public roads in repair?

We expect to publish a short article from Mr. Johnson, giving the result of his circular of inquiry.

Twin Evils.

Drink and the narrow-tired wheels
Both mean a sorry "load";
One is the road to ruin and
One ruin to the road.

DR. MENDENHALL ON ROADS.

Dr. Mendenhall, chairman of the State highway commission, summarizes the argument for good roads in a nutshell by an illustration drawn from his experience in Japan. He found that the city of Tokio was built of wood, and fires were so frequent and destructive that he calculated that by sections the city was entirely destroyed once in seven years. When he asked why stone and brick were not used in building, the people replied that it was cheaper to replace burned sections with wood than with more substantial material. "That's the way the old-fashioned road builder looks at the question of permanent work," says Dr. Mendenhall.

There will be general interest in the article published elsewhere giving the ideas of the new chairman concerning the work of the commission. It is perhaps the most important work in which the State is enlisted and is being watched with interest or adopted in other States. Permanent road-building will be a feature of public enterprise for the next twenty years, both municipal and State. — *Worcester (Mass.) Gazette*.

It has been clearly proved that the increase in the price of farm lands more than pays for the cost of making good country highways.

League of American Wheelmen

.. Official Department ..

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ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR Sir:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Date of Expiration

Number

Name

Street and No. or P. O. Box

City

State

City and Division in which my name is and to which I should be attached

Blank will be stopped at date of expiration. I am here for days in which to renew.

Application for Membership in the L. A. W.

DEAR Sir:—I enclose find the sum of TWO DOLLARS as application fee for my initiation into the L. A. W. seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN and Good Roads, and to the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name

Street or Box

City or Town

State

Cycle Club

Write references on margin below.

IF you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents.

ABBOT BASSETT,
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BADGES and BUTTONS.

L. A. W. BADGE,

with royal purple rim. Gold, \$2.00.
Honey plate, \$1.00. Sent by
air-mail.

OFFICIAL CAP PIN.

Site of cut. Enamelled front
in colors. Mailed to any ad-
dress for thirty-five cents.

OFFICIAL
LAPEL BUTTON.

Mailed to any address for
twenty-five cents. The same

button with catch pin for ladies' use.
Send orders for the above to

ABOTT BARNETT,
12 Pearl St., Boston Mass.

Don't send postage stamps.

VETERAN BAR.

Any member who has been
connected with the L. A. W.
for ten consecutive years is
entitled to wear the bar.
The bar is of gold, with the
word "Veteran" in enamel.
All orders must be sent to the secretary accompanied
by the price of bar, \$5.00. Bar with gold badge at-
tached, \$5.50. Members holding numbers less than 2480
may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and
moderate in price. It is of celluloid, steel bound, and
it exhibits both sides of the ticket without exposing it
to wear. It will be sold for ten cents.

STANDARD LEAGUE BADGE.

In order to supply a "long-felt want," we have had
made what we shall call the Standard League Badge.
It has a royal purple rim and is made in two qualities.
The gold badge we will send by mail for \$2. and a
plated badge for \$1. Those who desire a neat and in-
expensive badge may order of us.

ABOTT BARNETT, Sec'y.
12 Pearl St., Boston, Mass.

THE CAMERA CONTEST.

In the Camera Contest open to members of divisions
having less than two hundred members, and extending
from April 1 to September 7, the prize has been won
by Mr. A. W. Leake, Washington, D. C., who sent in
eighty-eight applications for membership.

ABOTT BARNETT,
Secretary L. A. W.

ANNUAL ELECTION.

The annual election of division, sub-division and
consulate officers is provided for in the following ex-
tracts from the constitution:

ARTICLE II.

Section 1. The League shall be an association, sub-
divided for convenience in administration and govern-
ment, as follows:

First, States having one hundred or more resident
League members to be called "divisions."

Second, States having less than fifty resident
League members to be called "sub-divisions."

Third, States having not less than twenty-five resi-
dent League members to be called "consulates."

ARTICLE V.

Section 2. (a) Each division shall elect annually a
chief consul, vice consul and secretary-treasurer, and
shall also elect one representative for each two hundred
League members on its roll.

(b) Each League club located under the jurisdiction
of a division shall be entitled, upon joining the League,
and annually thereafter, to elect one representative for
its first twenty members on its roll, another for the
next eighty, and an additional representative for each
one hundred members thereafter.

Section 3. Each sub-division shall elect annually a
chief consul and secretary-treasurer.

Sec. 4. Each consulate shall elect annually a chief
consul.

Sec. 5. The persons who shall receive the greatest
number of votes regularly voted for any office at any
division, in division, sub-division or consulate, shall
be declared elected.

Sec. 6. These officers shall constitute the division,
sub-division and consulate boards of officers, and shall
be elected annually between the 15th day of October and
the 15th day of November, at such time and place and

in such manner as is provided by the constitution and
by-laws of the division, and the rules and regulations of
the sub-division and consulate.

Sec. 6. No person shall be nominated for or elected to
any office in a division, sub-division or consulate,
unless he be at the time of his nomination a member of
the League and a resident of the division, sub-division
or consulate.

MEMBERSHIP TOTALS.

The following table gives the total membership of
each State to date, October 1, and the number of rep-
resentatives that each division is entitled to elect. Sub-
divisions and consulates do not elect representatives:

	Reps.		Reps.
Ala.	Sub-division	Nev.	Consulate
Ark.	0	N. H.	1
Cal.	2	N. J.	21
Colo.	2	N. M.	Consulate
Conn.	6	N. Y.	93
Del.	Consulate	N. Cal.	7
D. C.	1	N. Car.	Sub-division
Fla.	Sub-division	N. Dak.	11
Geo.	15	Okla.	Consulate
Ill.	4	Ore.	1
Iowa	6	Pa.	51
Kan.	6	R. I.	4
La.	1	S. Cal.	2
Me.	1	S. Car.	Consulate
Mass.	2	Tenn.	1
Mich.	4	Texas	1
Minn.	40	Utah.	0
Miss.	4	Vt.	0
Mont.	Consulate	Wash.	0
Nebr.	10	W. V.	8
	Sub-division	Wis.	Consulate
	1	Wyo.	1

DIVISIONS.

Each division must make its own rules for the cast-
ing and counting of ballots, but these rules must be
consistent with the constitution and by-laws of the
L. A. W.

SUB-DIVISIONS.

Sub-divisions may elect a chief consul and secretary-
treasurer under the following rules, and made provided:
23. The annual election for chief consul and secre-
tary-treasurer shall be held as provided in the L. A. W.
constitution, between the 15th day of October and the
15th day of November. The election shall be by mail
vote and the ballot shall be sent to the secretary of the
League, who will count the same and announce the result.

Blank ballots, with full instructions for voting same,
will be sent to each member, by the secretary, on or
about October 20th. Nomination for officers may be
sent to the secretary, and all such will be put upon the
circular which goes to each member with his ballot.
These nominations may be made by any cycle club or
by any five members.

CONSULATES.

Consulates may elect a chief consul. The method of
election is the same as that made and provided for sub-
division, except that but one officer may be voted for.
The ballots will go out on the same day, and nomina-
tions will be received as provided above.

RACING BOARD.

Suspended Pending Investigation.

John Turley, Niagara Falls, N. Y.

V. P. Dole, Kansas City, Mo.

Louis Glim, Cleveland, O.

Oscar Knipe, Oswego, Pa.

Gus Ellwanger, St. Louis, Mo.

John Gregory, Newark, N. J.

James G. Newark, N. J.

E. M. Humphries, Columbus, O.

F. D. Hackett, Atlantic City, N. J.

W. H. Hackett, Pleasantville, N. J.

Wm. Knott, Pawtucket, R. I.

A. B. Goebl, Buffalo, N. Y.

W. D. Cleland, Buffalo, N. Y.

J. C. Moran, Buffalo, N. Y.

J. F. Higgins, Buffalo, N. Y.

W. E. De Temple, Buffalo, N. Y.

J. T. Finn, Buffalo, N. Y.

Wm. Knott, Pawtucket, R. I.

Samuel Thompson, Fendleton, Ore.

Robin Fletcher, Fendleton, Ore.

M. Kennedy, New Orleans, La.

Floyd Brown, Boston, Mass.

Frank Smith, East Norwalk, Conn.

C. J. Neuman, St. Louis, Mo.

Hanson Willson, Cumberland, Md.

Samuel Thompson, Fendleton, Pa.

These names have been placed
upon the list of those to whom the sanction privilege is
denied.

Suspended.

Thirty days, from Sept. 8, for competing in unan-
tioned races: Joseph Conway, Martin O'Brien, Lew-
ton, Me.; O. L. Leighton, Falmouth, Me.; John W.
Morrill, Ernst Chipman, Harry Haskell and
Verrill, Gray, Me.

For competing in amateur events after having ridden
for cash: Frank Eberhardt, Salina, Kan., ninety days,
from Aug. 8, and E. M. Ward, Winfield, Kan., sixty
days, from Aug. 8.

Thirty days, from Sept. 1, for competing in unan-
tioned races, Charles S. Smith, Charles M. Evans, Salt
Lake City, Utah.

Sixty days, from Sept. 8, for false entry, A. B. Miller,
Jackson's Corner, New York.

Ben Cleveland, Tonawanda, N. Y., until entry fees
are paid.

Thirty days, from Sept. 10, false entry: Les Hiller,
Fort Wayne, Ind.; Allen Schuyler, Huntington, W.
Va.; Will Overturn, Indianapolis, Ind.

Thirty days, from Sept. 11, unannounced races, O. F.
Immel, Kvenon, Ole Olson, Ed. Bergens and
A. A. Herrick, Blair, Wis.

Sixty days, from Sept. 11, unannounced races: Ray
Allison and F. Strantz, Mt. Carroll, Ill.

Suspension placed upon Roy Lee, Depere, Wis.,
is for ninety days, from Aug. 30, instead of thirty days,
as reported in Bulletin of Aug. 29.

Permanent Suspensions.

Competing in unannounced Sunday races while under
suspension: William Aldridge, Arthur Griffin, W. W.
Hayton, F. W. Holbrook, W. J. Hutton, Charles Mil-
ler, J. L. Stansell, W. L. Taylor, Emil Ulbricht.
City Washburn, Los Angeles, Cal.

Declared Professionals.

R. D. Gammon, Denver, Col.
A. E. Irons, Meadville, Pa., own request.
Otto Witt, Fremont, O., clause (c).
E. M. Ward, Winfield, Kan., clause (d).
Charles D. Smith, Jr., Salt Lake City, Utah, clause
(b).

Charles M. Evans, Salt Lake City, Utah, clause (b).
Leonard Carson, Fresno, Cal., clause (b).
Stanley Oder, Fresno, Cal., clause (b).
Ed. E. Chipman, Napa City, Cal., clause (c).

A. C. Huntzinger, Pottsville, Pa., clause (a).
J. H. Hall, Sedalia, Mo., clause (b).
H. E. Pierce, Kansas City, Mo., clause (d).

C. J. Lewis, Northampton, Mass., clause (b).
H. E. Caldwell, Manchester, N. H., clause (b).
Charles B. Chute, Litchfield, Mass., clause (b).

E. A. Cresser, Leeds, Sioux City, Ia., own request.
Delmar Suley, Cincinnati, O., own request.

M. M. Sterrett, Jr., Troy, O., clause (d).
C. Wyatt, Fairbury, Neb.

M. S. Kitchen, Fairbury, Neb.
J. Fred Barry, Syracuse, N. Y.

F. M. Yonker, St. Louis, Mo., Wis., own request.
Ray Allison, Mt. Carroll, Ill., clause (a).

F. Strantz, Mt. Carroll, Ill., clause (a).
O. F. Immell, Blair, Wis., clause (a).

K. Yonker, Blair, Wis., clause (a).
Ed. Bergens, Blair, Wis., clause (a).

A. A. Herrick, Blair, Wis., clause (a).
Ole Olson, Blair, Wis., clause (a).

Fred Strahl, Gardner, Ill., clause (a).
John Humberger, Plymouth, Neb., clause (a).

E. A. Lode, Plymouth, Neb., clause (a).
Hert Phillips, Fairbury, Neb., clause (a).

Hanson Willson, Jr., Cumberland, Md., clause (b).
Floyd Brown, Boston, Mass., clause (b).

Frank Smith, East Norwalk, Conn., clause (b).
Herbert N. Pratt, Skowhegan, Me., clause (d).

Joseph Bowden, Providence, R. I., clause (c).
C. E. Haskell, Bellevue, O., clause (c).

Fred Marvin, Fremont, O., clause (a).
George F. Powell, Ft. Scott, Kan., clause (2).

H. C. Wood, Chicago, Ill., own request.
F. H. Schiner, Chicago, Ill., own request.

Sanctions Granted.

Sept. 25—Dutchess County Agricultural Society,
Poughkeepsie, N. Y.

Sept. 26—Wyoming County Agricultural Society,
Waraw, N. Y.

Sept. 30, Oct. 1—Suffolk County Agricultural So-
ciety, Riverhead, N. Y.

Oct. 3—Westchester Cycling League, White Plains,
N. Y.

Sept. 30, 30—Hingham Agricultural and Horticul-
tural Society, Hingham, Mass.

Sept. 30, Oct. 1—Housatonic Agricultural Society,
Gt. Barrington, Mass.

Sept. 30—Bristol Fair Corporation, Bristol, Conn.
Oct. 3—A. F. Farnham, Woodford, England, Conn.

Sept. 30—J. M. Sosey, Palmyra, Mo.

Oct. 6, 7—Paris Cycling Club, Paris, Ill.

Oct. 13—Wild West Wheelmen, North Platte,
Nebr.

Sept. 25—Huron County Agricultural Society, Bad
Axe, Mich.

Sept. 26—Haverhill Cycle Club, Haverhill, Mass.

Sept. 26—W. J. Corcoran, Cambridge, Mass.

Sept. 26—Queen City Bicycle Meet, Newport, Ky.

Oct. 6—Wausau Cycling Club, Wausau, O.

Sept. 30—Big Bear Cycle Club, Mendocino, O.

Oct. 3—Alliance Bicycle Club, Alliance, O.

Sept. 25, 26—Ashburnham County Agricultural So-
ciety, Jefferson, O.

Sept. 30—Marble Wheel Club, Elvira, O.

Sept. 25—Ridgway Bicycle Club, Ridgway, Pa.

Oct. 1—Jr. Order United American Mechanics,
Monongahela, Pa.

6 Sharon, N. L., Carrolton
7 Barley, Paul E., 476 W. 12th st., Chicago
8 Laughlin, Henry D., 1023 Monadnock
b'd'g.
9 Stone, James S., 128 Rush st.,
380 Weckes, Geo., fool of Orleans at.,
1 Barnmaster, Paul, 441 Dearborn ave.,
2 Wolfe, Miss Nora E., National House.

Elgin

3 Jensen, Albert H., 630 No. Main st.,
4 Jensen, Frank M., 636 No. Main st.,
5 Thymel, Miss Zoe, 268 W. Morton ave.,
6 Tyrrell, Dr. C. N.,
7 Burroughs, D. S.,
8 Foster, F. H.,
9 Bird, Will, So. Central ave.,
340 Kads, James T.,
Blackman, Will J.,
2 Whalen, Geo. C.,
3 Black, Chas. 1323 So. Adams,
4 Dawson, W. S., 1005 5th st.,
Burroughs, D. S.,
6 Rodden, Herman O.,
7 Ball, Miss S. J., 907 Sanford,
8 Hesley, Warren,
9 Selby, J., 221 So. 3d,

Pittsfield

Over 131,000, INDIANA, 5-942.
Cannelton C. C.
350 Irvin, John L., box 62,
Butherford, Stephen, box 21,
2 Zellers, Ben,
Unattached.

Cannelton

3 Boyd, R. E., 311 W. Monroe st., South Bend
4 Boyd, Wm. R., 433 So. Lafayette st.,
Unattached.

South Bend

Over 131,000, IOWA, 2-1422.
355 Ziegenfuss, L. A.,
6 Schultz, George,

Clinton

Over 131,000, LOUISIANA, 5-210.
Southern W.

357 Ellis, T. S., 737 Hennen b'd'g, New Orleans
Unattached.

New Orleans

6 McHaffey, James H., 2349 Magaline,
9 O'Meille, John B., 1416 Constance,
360 Black, Byron, 2200 Baronne st.,
1 Hero, G. Alfred, 713 Esplanade,

Freepoot

Over 131,000, MAINE, 5-175.
362 Reed, G. O.,
3 Carr, Chas. L.,
Unattached.

Freepoot

4 Ida, Carlisle C., Congress Rq. Hotel,
Unattached.

Portland

5 Kittledish, Arthur S., Middla st., Rockland
6 Furlington, W. M., box 406,
Over 131,000, MARYLAND, 28-1159.

Rockland

367 Miller, F., 87 Maryland ave.,
8 Tate, Hattie R., 70 Main st.,
9 Roe, Medford, 67 Main st.,
Fulton C. C.

Annapolis

370 Harley, Geo. R., 816 No. Calhoun st.,
Crescenta B. C.

Fulton C. C.

1 Ludwig, Clarence H., 526 W. Mulberry
st.,
Unattached.

Crescenta B. C.

2 Ashburner, Chas. H., Jr., box 922,
3 Atman, L. Warrington, 1015 Cathedral,
4 Canfield, A., 1429 North ave.,
5 Gay, Robert F., 700 No. Carey st.,
6 Henry, Edward B., box 1182,
7 Keeths, Louis, 1045 No. Fulton ave.,
8 Musgrave, Walter, 921 No. Calvert,
9 Olmsted, E. P., 316 No. Paca,
380 Stanwood, R. H., 226 No. Liberty,
1 Sizer, T. M., 24 East Madison,
2 Smith, H. Dimmock, 1636 W. Lavalie

Baltimore

3 Snyder, Miss Noodle, 1723 Harlem ave.,
4 Thom, J. Pembroke, 828 Park ave.,
5 Tumbeson, A. M., Biddle & Eden sts.,
Unattached.

Baltimore

6 Wernat, C. E., 1433 No. Fulton ave.,
7 Winchester, Marshall, 1316 Bolton st.,
8 Webb, Frank Lee, 2114 No. Charles st.,
9 Parkinson, Jas. C., 2114 No. Charles st.,
Unattached.

Baltimore

390 Twiley, Geo. R.,
1 Lough, E. St. George, 52 Wash. st.,
2 Holmes, Miss Ella R., box 19,
3 Holmes, Miss M. Emma, box 19,
4 Spiney, C. F.,

Cumberland

Over 131,000, MASSACHUSETTS, 38-
9,337.
Mass. B. C.

Mass. B. C.

395 Allen, Joe H., 244 Wash. st.,
Conn. Valley,
6 Warren, Peter R., 97 Moore st.,
7 Scott, M. P., 31 Sanford,
8 Columbia B. C.,
9 Millman, W. N.,
Mattapan R. C.

Lowell

8 Irving, James A., Rockville st.,
Boston C. A. W.

Springfield

400 Conwar, John J., cor Spring & Centre,
West Roxbury

West Roxbury

Unattached.
1 Brown, William, 23 Main st.,
2 Wheelock, Howard S., 18 Beal st., Ashmont
3 Bishop, Herbert, M. D., 4 P. O. Square,
Boston

4 Blackmore, Richard J., 209 Huntington
ave.,
5 Halsey, Fred W., 272 Newbury,
6 Root, William A., 46 Purchase,
7 Jackson, Richard T., 4 Hawthorn pl.,
8 Denay, Arthur B., Hoyston st.,
Unattached.

9 Forman, Herbert S., 7 Gerry st., Cambridge
410 Richardson, Phelps, box 12,
1 Warren, Chas. C.,
2 Bacon, Walter M., 5 Gleason st.,
Dorchester

3 MacEhernen, Daniel E., 113 5th st.,
4 Livingston, Lewis H. S., 46 Florence,
5 Naves, Howard, 44 Oak st.,
6 Briggs, Mrs. S. Elizabeth, 8 Rogers ave.,
7 Tweeddale, W. A., 26 Elmore pl.,
8 Johnson, C. R., 262 School,
9 Tinker, B. W., 40 Cottage st.,
420 Landstrom, Eric,
1 Hakes, Chas. J.,
2 Goodbury, David D., box 415,
3 Armistage, Thomas D., 423 Pleasant st.,
New Bedford

4 Allen, Alice Teed, 6 Morland st.,
5 Corning, John A.,
6 Cundall, J. F., box 110,
7 Wheeler, Grace B., 55 Cross st., Somerville
8 Goldsmith, Arthur F., 22 Dearborn, Salem
9 Pittman, Geo. W., 24 Ocean ave.,
430 Smith, Winchester, box 17,
1 Easton, F. A., box K K,
435 Easton, Arthur A., 34 Orchard st.,
Over 131,000, MICHIGAN, 20-015.

433 Aumman, Wm., 53 Adams,
4 Barnard, M. L., 169 Howard,
5 Currier, Chas., 103 Seiden st.,
6 Hutzel, J. G., 475 Hambold,
7 Jones, Major E., 460 14th ave.,
8 Jarry, Henry E., 343 Sheridan ave.,
9 Smith, Carl A., 141 Gratiot st.,
440 Norbert, Thos. H., 99 Congress st.,
1 Norton, W. W., 33 Laredo St., W.
2 Speakman, W. H., 32 Larned st.,
3 Schneider, A. L., 215 E. Elizabeth st.,
4 Starn, Chas., 400 20th st.,
Unattached.

5 Spencer, Geo. H.,
6 Spencer, Mrs. Geo. H.,
7 Allen, Newton, 237 Woodward ave., Detroit
8 Hacker, John, Crane ave.,
9 McKnight, V. L., Hunter & Hunter,
450 Rathbone, Chas. A., Detroit Club,
1 Savage, Miss M., 41 Brady st.,
2 Convey, Robert, box 27,
453 Houghbitt, D. M., 1506 Ober ave., St. Louis
Unattached.

4 Hastings, Clarence W., 716 & Wyandotte,
Kansas City,
5 Johnston, T. W., Jr., K. C. Star Office,
6 Stibel, J. L. N. Y., Life B'd'g,
7 Engle, Jno. H., George st., Louisiana
8 Manly, E. J.,
9 Pratt, J. E.,
460 Black, Colby,
1 Peil, Sam. R.,
2 Avls, W. Sanford, 702 Hauser, St. Louis
3 Craft, R. P., 4649 Fontaine,
4 Davis, Chas. T., (P. O. Grand Hotel,
Mt. Vernon, Ill.),
5 Dwyer, Francis C., 608 Com'l B'd'g,
6 Fielder, E. F., 5717 Maillt ave.,
7 Field, Mrs. Eugene, 5580 Cabanne,
8 Gray, R. B., 312 No. B'dway,
9 Gilmari, Albert, 508 Union st.,
1 Howard, Clarence H., 1015 Union Trust
B'd'g,
2 King, F. H., 3862 Page ave.,
3 Lindsay, C. G., 3016 Loew,
4 Magnus, Jno. H., 1708 Dolman,
5 Matthews, Geo. T., 1118 Leonard ave.,
6 O'Fallon, Chas. F., 416 Security b'd'g,
7 Palmer, C. H., 3902 Chestnut st.,
8 Spier, Geo. R., 4206 Washington ave.,
9 Steward, Jos., 4484 San Francisco ave.,
480 Tume, Lewis T., cor. The Broadway Co.,
1 Waiden, Chas., 149 S. 2d st.,
2 Wright, R. C., 2838 Glasgow ave.,
3 Wright, Thos. J., 2825 N. 23d,
4 Yoder, C. P., box 71, Edwards-
ville, Ill.,
Over 131,000, MONTANA, 1-175.

Unattached.
485 Dean, A. L., United S. & R. Co.,
East Helena

Over 131,000, NEBRASKA, 4-310.
Fairbury C. C.

486 *Morrison, Miss Ada,
Unattached.

7 Porter, T. L.,
8 White, Julius R.,
9 Flavin, Alice V., 405 Sheely block, Omaha
Over 131,000, NEW HAMPSHIRE,
1-347.

Unattached.
490 Marshall, Wm. H., 54 Congress, Portsmouth
Over 131,000, NEW JERSEY, 45-
4,380.

A. P. W.
491 Imlay, Joe. A.,
Arlie C. A.
2 *Rill, Elizabeth, Grand Ave. Hotel,
Asbury Park

Sahodalia W.
3 Howard, P. J., 8 McAlpin block, Morristown
Unattached.
4 Bewley, Lybtha H., Jr., 1105 Atlantic
ave.,
Atlantic City

5 Mallin, G. Lawrence, 1831 Atlantic ave.,
6 Sawyer, Wm., 154 Main,
7 Sholl, H. A., box 237,
8 Burch, Philip, 510 Broadway,
9 Groves, Hollin M., 215 N. 4th st.,
500 Walton, Jas. F., 135 Main st.,
1 Moll, J. Harry, 30 N. 35th st., Cramer Hill
2 Groves, Dr. C. A., 308 Main st., R. Orange
3 Adelberg, Oscar, 124 Broad,
4 Bower, Ar., 1088 Elizabeth ave.,
5 *Green, Jesse R., Mapis st.,
6 Shorten, R. O., (P. O. box 550, New
York City,
7 Allen, Alexander, 70 Garden st.,
8 Boon, Norman, 106 Pacific ave., Jersey City
9 Lampton, Mortimer, M. D., 203 Pacific

510 Norrie, Wm. L., Eureka Fire Hose Co.,
1 Langer, Adolph A., 92 Danforth ave.,
2 Weber, Frank A., 688 Pallade ave.,
3 Lodera, Richard C., 157 Bove st.,
Jersey City Heights

*Crutenden, Lizzie W., 120 Grove st.,
Montclair
5 Jorgensen, Christian,
6 Pearson, Wm. H., 242 Roselle ave.,
7 Drummond, F. L., 85 Market st.,
8 Hamill, Edward H., M. D., 220 Rose-
ville ave.,
9 Libby, H. M.,
520 Bartholomew, box 161,
1 Spier, Oswald, 63 Water st., Perth Amboy
2 Heburn, C. E., 123 Duar st., Plainfield
3 Dede, Dr. Chas. Townshend,
4 Watson, M. B., 275 M. B.,
5 Gove, Frank R., 20 Hermitage ave.,
6 Lee, Elverson Y., 278 Bellevue ave.,
7 Swift, G. Howard,
8 *Hatch, J. C., 100 Jefferson pl., Union Hill
9 Schnaf, Edward, 311 Hambold st., Union
530 Schreck, Fred W., 819 Fulton st.,
Weisel, Philip, 126 Gardner st.,
2 Ayers, W. H., 614 Spring st., West Hoboken
3 Channad, Leon, 316 Angelle st.,
4 *Mange, Annie, 614 Spring st.,
5 Cohen, Nathan A., M. D., box 48, Wildwood
Over 131,000, NEW YORK, 213-
18,780.

A. C. W.
536 Schuster, Maynard, 190 South Pearl st.,
Albany

Kanawoola B. C.
7 Diehl, J. O., 610 North Main st., Elmira
8 Condon, Robert J., 115 Seneca,
Buffalo

9 Schnaf, Edward, 311 Hambold st., Union
530 Schreck, Fred W., 819 Fulton st.,
Weisel, Philip, 126 Gardner st.,
2 Ayers, W. H., 614 Spring st., West Hoboken
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4 *Mange, Annie, 614 Spring st.,
5 Cohen, Nathan A., M. D., box 48, Wildwood
Over 131,000, NEW YORK, 213-
18,780.

9 Johnston, R. J., 837 President st., "	1 Miller, John, Jr., 753 Seventh ave., "	3 Goldman, Sam L., 29 Sansome, "
540 Mathews, Thos., 1305 Deane st., "	2 Mailloux, C. O., 48 West 73d st., "	4 Hanks, Rand, 324 Ellis, "
1 Mathews, Rob't, Valentine, 29 Eighth ave., "	3 Mailloux, Mrs. Emma D., 48 West 73d st., "	5 Kachmann, J. M., 1628 O. Farrell, "
2 Mathews, Mrs. Thos., 1305 Dean st., "	4 MacNabgon, Nell, Jr., 320 West 27th st., "	6 Lee, Wm. O., 222 Clipper, "
5 Markey, H. H., 123 Brooklyn ave., "	5 Oppenheimer, Dr. Henry L., 49 East st., "	7 Westlight, Heath P., 2308 Scott st., "
6 Markey, Mrs. H. H., 123 Brooklyn ave., "	6 Peckham, Harry M., 106 West 103d st., "	8 Sachs, Gustave, 29 Sansome, "
7 Mark, J. S., 14 Columbia, 11th, "	7 Reed, W. B., Jr., 162 West 121st st., "	9 Spino, Michael, 406 Loitt, "
8 Meade, Henry C., 316 State st., "	8 Rodgers, Chas. J., 520 West 49th st., "	760 Sachs, Henry, 29 Sansome, "
9 Mercer, H. M., 84 St. Marks ave., "	9 Rose, Wm. H., 261 Broadway, "	Unattached, "
570 Darville, R. H., 549 Decatur st., "	670 Rath, P., 222 Greenwich st., "	1 Lowell, Marshall Z., Auburn "
1 Fellwell, Chas. F., 418 Clermont ave., "	1 Stoltz, Edgar J., 234 East 8th st., "	2 Predom, J. A., "
2 Holmes, T. Harry, 260 Vanderbilt ave., "	2 Stern, Henry, 180 Greens st., "	3 Ranning, R. H., 1219 Adelme, Oakland "
3 Hoad, Sinclair W., 529 1st St., "	3 Schoenman, Arthur, 943 First ave., "	4 Taylor, Wm. H., 1st and Washington, "
4 Leistenstein, P., 21 Linden st., "	4 Nacks, Chas. W., 46 Wall st., "	5 Inch, Shelley, Placerville "
5 Little, Geo. R., 66 Marcy ave., "	5 Schupbach, August, 670 Hudson st., "	6 Hewler, L. J., "
6 Lyons, Henry, 2603 Montague st., "	6 Schickels, Mrs. E. J., 321 East 14th, "	7 Rapson, Will E., 614 14th st., Sacramento "
7 McCarthy, John W., 451 5th st., "	7 Slaughter, Alex. F., 504 Broadway, "	8 Burnham, A. P., 3118 Sacramento, "
8 Mott, Chas. T., 911 President st., "	8 Sprague, Dr. Frederick A., 126 East 92d, "	9 Wepl, J., Army b'd'g, San Francisco "
9 Palpard, Chas. K., 506 Marcon st., "	9 Sprague, Dr. Homer B., 1385 Lexington ave., "	770 Westcott, N. G., box 105, Santa Rosa "
500 Bayden, R., 18th ave. & 75th st., "	690 Simpson, Wm., 115 East 26th st., "	1 Pollard, Claude, Saratoga "
1 Wright, Geo. A. G., 41 Jefferson ave., "	1 Shaw, Thos. F., 31 West 51st st., "	Over 131,000, OHIO, 7-2,274.
2 Wright, W. P., 905 A Gates ave., "	2 Swanson, David Y., 49 West 73d, "	T. C. C.
3 Selman, John C., 652 Monroe st., "	3 Seyd, Al. H., 812 1st ave., "	772 Hant, John, 120 Irving st., Toledo "
4 Selman, Alexander, 433 49th ave., "	4 Travers, Wm. H., Knickerbocker Club, "	Unattached, "
5 Rendell, Louis L. G., 245 Greens ave., "	5 Taylor, Joseph F., 46 W. 7th, "	3 Mulhauser, Fred P., rm. 2, Allen B'd'g, "
6 Ellsworth, Wm., 16 Lafayette ave., "	6 Scholls, Mrs. A. T., The Seminoles, 69th "	4 Wilberding, Ben H., 1236 Walnut st., Cincinnati "
7 Fuller, H. H., 17 Macdonald, "	7 Scholle, Albert, 51 E. 49th st., "	5 Baldwin, H. E., 221 Crawford road, Cleveland "
8 Griner, E. T., 281 Rutledge st., "	8 Smith, Dwight, 23 West 47th st., "	6 Stiger, H. Edward, 306 E. Market st., Tiffin "
9 Sebela, Chas., 602 Reinhardt st., "	9 Turner, Wm. A., 338 East 115th st., "	7 Yingling, Tobias R., 131 Monroe st., "
500 Sebela, Mrs. F. M., 138 Berkeley pl., "	690 Townsend, David C., "The Nerada," 70th st., "	8 Crook, Chas. M., 1063 Marshall st., Youngstown "
2 Wedel, Louis, 1830 Fulton st., "	1 Tulmen, Wm. H., 105 East 22d, "	Over 131,000, OREGON, 5-2N7.
3 Wick, Otto A., 1377 Myrtle ave., "	2 Thomas, Seymour F., 1185 Lexington ave., "	Valley C. C.
4 Watkins, Henry, 351 Fulton st., "	3 Thomas, Seymour F., 1185 Lexington ave., "	770 Hermon, C. E., Grand's Pass "
5 Weiss, J. George, 292 1st ave., Buffalo "	4 Van Ingen, Gilbert, Columbia University, "	780 Sampson, Herbert, "
6 Webb, Wm. H., 172 Keystone st., "	5 Van Eiten, Nathan B., 177th st. & Anthony ave., "	Unattached, "
7 Hughes, John E., 397 Woodlawn ave., "	6 Vilmar, Fred, box 1877, "	1 Booth, J. H., "
8 Sherman, Robert F., 578 Main st., "	7 Walgrove, Geo. M., 728 East 140th st., "	2 Tompkins, H. B., Klamath Falls "
9 Watney, Mrs. Claude, 246 Allen st., "	8 Wilbur, Mrs. M. T., 221 West 130th st., "	3 Hale, W. C., "
500 Wood, Miss Phyllis M., 100 High st., "	9 Wilby, L. H., 112 Liberty st., "	Over 131,000, PENNSYLVANIA, 282-10,271.
1 Westfall, Daniel M., Jr., box 34, Cambridge "	700 Wickham, W. H., 91 Fulton st., "	
2 Windsor, C. A., Cambridge "	1 Wilson, Richard H., box 67, "	
3 Barnum, O. Shepard, M. D., box 363, Coxsack "	2 Zausch, Emil G. J., 251 East 10th st., "	
4 Baker, Geo. H., box 156, East Moriches "	3 Zook, Job, N., 507 W. Boulevard, "	
5 Newbury, Wm. A., box 137, "	4 Bown, Alfred A., box 1566, "	
6 Dean, F. J., 17 Hoole st., Johnstown "	5 Gray, Wm. E., 38 Cortland st., "	
7 Hood, Geo. R., box 271, Far Rockaway "	6 Lee, Samuel, 56 Wall st., "	
8 Egan, Charles, Florida "	7 Tietjen, Christopher F., 1061 2 ave., "	
9 Pierce, Mortimer, "	8 Brach, Thomas, 108 E. 123 st., "	
510 Garngity, Mrs. Wm. J., Riverside ave., Kingsbridge "	9 Bowler, Chas. L., 56 & 58 Franklin st., "	
1 Zaepfel, George, Lancelot "	710 Dix, Harry N., 122 W. 130 st., "	
2 Rodach, Joe, W., Lyons "	1 Hand, Peter, 152 Boulevard, "	
3 McKenna, Edward J., Hotel Tallmadge, "	2 Gray, Arthur R., 346 Broadway, "	
4 Auerbach, Louis, 836 Broadway, Mechanicsville "	3 Hart, Alfred L., 180 E.-12 B., "	
5 Auerbach, Mrs. Louis, 75 East 80th st., "	4 Lande, Frederic M., 16 & 18 Exchange pl., "	
6 Arns, P. C., 178 East 63d st., "	5 Siefert, S. F., 82 Worth st., "	
7 Bowman, E. C., 155 Broadway, "	6 Pardo, Carlos, 150 E. 45 st., "	
8 Boyd, John, 274 Columbia ave., "	7 Potter, J. E., 23 Warren st., "	
9 Bamberg, I., 516 Broadway, "	8 Scanlan, Michael J., 56 Pine st., "	
600 Bachrach, Sam., 836 Broadway, "	9 Walker, John, 64 E. 88 st., "	
1 Baecher, J. C., 402 East 139th, "	720 Willebroek, Fred'k, Jr., 1st ave. & 94 st., "	
2 Rodde, Arnold, 1104 33 ave., "	1 Montell, L. H., 83 Pine st., "	
3 Blomson, Benjamin, 86 William st., "	2 Rosale, Wm., Hotel Mortimer, No. Evans st., "	
4 Blomson, Charles, 146 West 90th st., "	3 Reig, Otto, P. O. Evergreen, Newtown "	
5 Bruner, Henry J., 27 West 58th st., "	4 Barnham, R. O., Perry "	
6 Burt, Geo. H., 265 West 11th st., "	5 Barnham, R. H., box 486, Poughkeepsie "	
7 Byrd, Daniel, 478 East st., "	6 Ingram, Clarence D., 13 Broome st., Port Jarvis "	
8 Cunningham, J. W., 66 Broadway, "	7 Richardson, Frank H., box 149, Philmont "	
9 Cummings, Amos J., 82 Charlton st., "	8 Britton, Wm. T., box 367, "	
1 Costan, N., 117 West st., "	9 Cartwright, Robert, 6 Bates st., Rochester "	
2 Costan, Wm., 114 West 86th st., "	730 Smith, Wendell M., Vacuum Oil Co., "	
3 Erickson, Erick, 344 West 55th, "	1 Walsh, Wm. F., 105 Atkinson st., "	
4 Foster, John A., 46 Cedar st., "	2 Walter, J. Z., 33 Horonda Arcade, "	
5 Fitch, F. R., 190 West 100th st., "	3 Gonlee, Miss Mary E., 212 Seward st., "	
6 Fischer, Jos. C., 2301 7th ave., "	4 Austin, Robert D., 113 White, Schenectady "	
7 Fletcher, Mrs. Jos. G., 2301 7th ave., "	5 Baker, Wm. E., Hotel Edison, "	
8 Garsenetz, Chas., 112 East 81st st., "	6 Johnson, Edw. A., Gen. Rice Co., "	
9 Gartin, L. T., 15 Broad st., "	7 Lippmann, Edward G., 609 So. Centre st., "	
600 Herr, Mrs. Wm. A., Hotel Edincocti, 81st st., "	8 Stevens, Elliot M., 141 So. Centre st., "	
1 Herr, Wm. A., Hotel Edincocti, 81st st., "	9 Stevens, Fred C., 132 Barrett, "	
2 Herr, W. W., 15 West 15th st., "	740 Wing, Marcus, 307 State st., rm. 5, Southampton "	
3 Hewlett, Walter J., box 402, "	1 Halsey, Wm. F., box 74, Spayten Durrill "	
4 Higgins, John W., "Refuge," Randall Island, "	2 Wolfson, Wm. H., Spayten Durrill "	
5 Higgins, John W., 836 Broadway, "	3 Miller, John D., "	
6 Kelly, John E., 172 Lex. ave., "	4 Hastings, Herbert F., 266 River st., Troy "	
7 Koehler, Edwin H., 40 East 64th st., "	5 Howell, Albert M., Wading River "	
8 Knafeld, E. L., 235 East 118th st., "	6 Major, Joseph, box 38, "	
9 Lantz, Thomas, 416 East 118th st., "	7 Berley, Samuel, 335 Riverside ave., Yonkers "	
500 Landman, Emil, 237 East 18th st., "	8 Carpenter, W. T. Coleman, "	
1 Lewis, Samuel, 357 E. 73d st., "	Over 131,000, NORTH CALIFORNIA, 23-1-1074.	
2 Lewis, Geo. Murray st., "	B. C. C.	
3 Marx, Theodore F., 567 Broadway, "	740 Pennington, W. A., box 1315, Bakerfield "	
4 Merford, Francis L., 291 Third ave., "	Barker C. C.	
5 Metzger, David, 43 E. 73d st., "	750 Bamberger, Justin, 415 Nason, San Francisco "	
6 Neudeck, Louis, 504 Broadway, "	1 Clasen, Lon. W., 347 Waller, "	
7 Nustroyer, L., 53 Broadway, "	2 Frank, Irving H., 1320 Sutter, "	
8 Marx, Henry L., 490 West 22d st., "		
9 Moser, Dr. Chas. J., 749 Madison ave., "		
500 Mills, Clifton, J., 273 Madison ave., "		



784	Laroek, Geo. N., 168 Federal,	Allegheny
	Bennett C. C.	
5	Isaac, W. E. F., Evergreen ave.,	Bennett
6	Osterling, Harry L., Grant ave.,	"
7	Farmerie, John L., Grant ave.,	"
	Washkison W.	
8	Plunder, Jesse, Jr., Main and Armist ave.,	Germantown
	Capital City C.	
9	Blacker, Jas. S., 523 Race st.,	Harrisburg
	Homestead C.	
790	Elliott, Jesse, 10th and Amity sts.,	Homestead
	Lenox B. C.	
1	Asaph, Geo., box 131,	Mifflinburg
2	Sankey, Smith T., 50 S. Jefferson st.,	New Castle
	Speedwell C.	
3	Levering, M. M., 546 N. 11th st.,	Philadelphia
	Owl Club.	
4	Leag, Oscar L., 2518 N. 6th st.,	"
	Time W.	
5	Rannblatt, Emil, Jr., 2035 Csmar st.,	"
	Century W.	
6	Lyndall, Harry E., 185 Dickinson st.,	"
7	Smith, Hovender, Jr., 3209 Oxford st.,	"
	Schuylkill N. W.	
8	Bell, David N., 717 S. 10th st.,	"
9	Lane, Frank H., 462 S. 40th st.,	"
800	McCready, Joseph M., 2202 Wallace st.,	"
1	Soby, John F., 105 S. 8th st.,	Merion Cricket C.
2	McLanahan, M. Hawley,	St. Davids
	Belmont C. C.	
3	Lynd, Dr. Ernest, 4616 Woolard ave.,	Philadelphia

- 4 Flying Dutchman.
4 Stengel, Dr. Alfred, 332 S. 17th st., Kensington.
5 Itterkamp, Wm., 2330 Emerald st., Crescent C. C.
6 Funk, W. T., Titusville
7 Miller, I. S., cr. S. Penn Oil Co.
8 Potter, Chas. H., 2 East Spring.
9 Unattached.
9 Baker, Lewis A., 30 Brown st., Allegheny
810 Bader, John R., 35 Locust st.,
1 Clemons, B. H., 465 Ohio st.,
2 Enlow, M., 71 Isabella st.,
3 Frankenburg, Herbert, 482 East st.,
4 Gabel, Joe, McDonald Way 11th Ward,
5 Jordan, W. F., 83 Liberty st.,
6 Jackson, Leo H., 50 Sandusky st.,
7 "Minemeyer, Mrs. Frank, 540 Ohio st.,
8 MacIntyre, H. B., 50 Kirkpatrick ave.,
9 McElliot, R., 70 Martin st.,
820 McMahon, W. B., 7 Terrace ave.,
1 Meyers, S. H., 170 Fayette st.,
2 Scott, W. C., 121 Irwin ave.,
3 Smith, A. M., 160 Locust st.,
4 Speer, Thos. K., 333 Western ave.,
5 Wyman, Arthur L., McClintock ave.,
6 White, M. N., City Clerk's Office,
7 Wagner, John, Jr., 24 Mt. Troy ave.,
8 Bailey, C. J., 1109-7 ave., Altoona
9 Rosa, Adam A., Jr., Altoona
830 Wilkins, Albert, 100 Sprague ave., Allegheny
1 "Wilkins, Miss Elizabeth J., Sprague ave.,
2 Plack, Wm. P., Bishop st., Bellefonte
3 Frederick, J. M., Bellborough Borough,
4 Wagnenhorst, O. K., box 72, Bidsboro
5 Conwell, C. P., Blairsville
6 Mamaw, L. B., Lincoln ave., Bennett
7 Cohn, M., 59 Kennedy st., Bradford
8 "Emery, Grace E., Congress st.,
9 Flanagan, D. J., 92 High st.,
840 Powers, W. H., 13 & Chestnut st.,
1 Ashton, F. C., Binstleton
2 Tomlinson, Horace, Bethayses
3 Tomlinson, John,
4 Mardorf, Geo. W., Butler
5 Jones, James, Cartwright
6 Keasey, Edward, Columbia
7 Moore, Wm. H., 3 & Chestnut st.,
8 "Moore, Mrs. Wm. H., 3 & Chestnut st.,
9 Welch, Miss Mary V., 552 Chestnut st.,
850 Craft, Chas. C., Crafton
1 Murphy, A. R.,
2 Shaw, Dr. J. J., Delaware Water Gap
3 Swisher, Dr. David, Darby
4 Spencer, Jesse T., Do Bois
5 Dearhart, Lm. J., Beaver, Danville
6 Leugler, Dr. Oscar M.,
7 Bebler, Geo. M., 121 N. 4 st., Easton
8 Leach, Fred N., 122 Wolf st.,
9 Rowland, Walter, Leiper st., Frankford
860 Castor, T. A., 4537 Penn st.,
1 Stanger, Alfred R., 4829 Penn st.,
2 Unruh, Levi P., 4823 Penn st.,
3 Newell, Harry, 247 Bridgeport st., Germantown
4 Grubler, W. J., 77 Herman,
5 Lakens, Edward Fell, 327 Eastham Terrace,
6 Strubel, John C., 5423 Main st.,
7 Sinn, Joseph A., Water St. Val. Thorpe
8 Lane,
9 "Smith, Miss Mattie, 45 Halnes st.,
870 Smith, Joe, 45 Halnes st.,
1 Bates, Fred H.,
2 Post, Anne C., 60 Blooming Grove Park Arden,
3 Park, Geo. G., Gleneyre
4 Winters, M. T., box 41, Glenfield
5 Blacker, Geo. T., 823 Race st., Harrisburg
6 Shelly, Irwin B., 1225 Mulberry st.,
7 Wason, W. L., 1225 Mulberry st.,
8 Bigelow, L. S., box 446, Harrisburg
9 Melton, W. A., Hoddenfield
880 Chambers, G. S., Ingram
1 Walsh, Chas. L., Cedar st., Jenkinstown
2 Lewis, R. B., Johnstown
3 "Pulton, Miss Martha I., Latrobe
4 Ballet, W. M., Lehighton
5 Beyer, Andrew, Lehighton
6 Beandley, John T., box 877, Lock Haven
7 Spence, Geo. K., box 54, McKees Rocks
8 Wampler, F. C., 827 S ave., McKees Port
9 Blaisdale, Chas. A., Manch Creek
890 Runce, Rev. M. A.,
1 Hill, W. V., Morton
2 Napp, D. M., Newtonburg
3 Sykes, A. W.,
4 "Kurtz, Miss Rosena B., 164 Neeshanock ave., New Castle
5 Kurtz, Lewis T., 164 Neeshanock ave.,
6 Childs, Louis M., box 342, Norristown
7 Seliden, Rob't C., box 13,
8 Craig, S. B., Nobelsstown
9 Alexander, Albert C., 4220 Brown st., Philadelphia
900 Bowen, J. B., 4th & Redgely ave.,
1 Cavanaugh, Joseph, 1227 Monterey st.,
2 Davis, Sam. R., 3418 Race st.,
3 Ross, Walter R., 3515 Lancaster ave.,
4 Danton, Edward A., 1402 S. 6 st.,
5 Herchenroth, Dr. J. Grant, 4837 Baltimore ave.,
6 Hibbs, Mantion E., 527 N. 18 st.,
7 Penman, Josiah H., 4320 Sansom st.,
8 Porter, Laurence J., 2500 De Lancey pl.,
9 "Hill, J. Jr., 237 S. 24th st.,
910 Lomontsch, Wm. H., 2038 E. York st.,
1 Allen, W. J. P., 601 S. 42 st.,
2 "Allen, Carrie, 601 S. 42 st.,
3 Hallstrom, Wm. K., 1014 Fairview ave.,
4 Black, Francis P., 3812 Hamilton,
5 Clinton, Frank W., 1039 Bloor st.,
6 "Clayton, T. H., 1039 Bloor st.,
7 Clayton, Henry, 107 S. Eleventh st.,
8 Crane, Wm. J., 1628 Ohio st.,
9 Elliott, I. B., 126 130 City Hall,
920 Grubb, Jas., 2017 Emerald st.,
1 Gauster, E. A., 1308 Fairmont ave.,
2 "Gaskill, Mrs. E., 1928 N. Broad st.,
3 Gaskill, B. H., 1928 N. Broad st.,
4 Gill, John, 840 24th st.,
5 "Hogland, Ida V., 2413 N. College ave.,
6 Huckins, I. W., 4006 Spring Garden st.,
7 Hurt, C. F., 2060 Ardmore st.,
8 Hertzog, Daniel W., 1919 Mt. Vernon,
9 Kelly, Thos. P., National Theatre, 10th and Callowhill,
930 Krick, Wm. H., 1521 Pine st.,
1 Maria, Theodore, 820 Pine st.,
2 Mayberry W. Wallace, 4174 Germantown ave.,
3 "Meeker, Mrs. M., 2334 N. Broad st.,
4 McPherson, Horace E., 1626 Arch st.,
5 Meeker, J. B., 2334 N. Broad st.,
6 Mitchell, Geo. W., 537 Chestnut st.,
7 MacBryen, H. M., 1014 Christian st.,
8 Nobles, Milton A., 218 S. 4th st.,
9 Quinn, Thos. J., 220 Callowhill st.,
940 Radford, Edwin, 2409 Frankford ave.,
1 Roberts, Jos. M., 1810 Market st.,
2 Roney, Wm. J., Receiver of Taxes, City Hall,
3 "Warner, Henry G., 801 Grand b'd'g.,
4 Smith, Robert G., 1902 Chestnut st.,
5 Schoell, Albert, 131 S. 10th st.,
6 "Stephens, Mrs. J. Samuel, 3015 Susquehanna ave.,
7 Stephens, J. Samuel, 3015 Susquehanna ave.,
8 "Warner, Albert S., 3948 Market st.,
9 Whalen, T. H., 109 S. Front,
950 Wood, Geo. W., 2708 N. 11th st.,
1 Stout, Edward C., 5th and Glenwood
2 Kirk, Whitney, 4115 Baring st.,
3 Holdsworth, John, 4352 No. 15th,
4 Arnold, Maurice, 1125-127 Penn ave.,
5 "Angell, Miss Carrie M., 709 Ivy st.,
6 Bard, Richard, Jr., 217 Craig st.,
7 Bonstaller, Frank, 10 Diamond sq.,
8 Horns, W. J., cr. Park Bros. & Co.,
9 Blackmore, F. P., box 467,
960 Beach, A. W., 418 Orchard pl. (Knoxville),
1 Belts, C. F., 5811 Penn ave.,
2 Baker, E. E., 394 Wood st.,
3 Berger, S. A., 2801 Carson st.,
4 "Booth, Blanche, Boquet st.,
5 "Booth, Mrs. U. D., 614 Wilmut st.,
6 Beinell, Jacob, 26 10th st.,
7 Bege, H. C., Baldwin st.,
8 Cochran, W. H., box 95,
9 Combe, H. W., 623 Copeland st.,
970 Crawford, W. D., cr. Shoenberg Steel Co.,
1 Clever, R. B., 3809 5th ave.,
2 "Dennison, Mrs. John T., Ellsworth and Allen ave.,
3 Friday, Wm. J. Jr., 617 N. St. Clair st.,
4 Pittsburgh, Harry, Shoenberger Steel Co.,
5 Pivcat, E. E., 205 S. Highland,
6 Greenwood, L. C., 518 Southfield,
7 Gorman, Frank M., 2356 5th ave.,
8 Goodwin, J. B., 205 S. Highland,
9 Graham, S. J., 311 14th ave.,
980 Gillipee, A. K., 444 5th ave.,
1 Heruon, J. H., Freight Cashier Penn. Co.,
2 Hanna, John, 166 Pearl st.,
3 "Harris, Wm. J., 1610 16 Wd.,
4 Horne, Durbin, Penn. and Lang Ave.,
5 Schanegy, C. P., 307 Maryland st., E. E.
6 Heroy, Harry H., 116 1st ave.,
7 Heroy, Edwin D., 24 Cohasset st.,
8 Ivory, R. H., Carriage b'd'g.,
9 Johnstone, C. M., 4636 Centre ave.,
990 John C. Elmore, 3411 S. Craig st.,
1 Kay, F. W., 2993 Penn ave.,
2 Jones, F. G., Forbes st., 22 Ward,
3 Koster, Frank W., Wabash and Main sts.,
4 Kaufman, Chas. H., 5445 Potter st.,
5 "Kunselman, Miss Ida C., 6113 Penn ave.,
6 Kenyon, E. H., Lewis block,
7 Leonard, Luther L., 116 Yare st., S. 8,
8 Lloyd, Wm. F., 5th ave. and Dithridge
9 Lewis, Wm. J., Jr., Lewis block,
Over 132,000,
900 Lyons, Jas. R., Stanton ave.,
1 McCulloch, Edward E., 543 4th ave.,
2 "McDonald, J. R., 420 E. 1st,
3 McCreary, J. C., 559 Homewood ave.,
4 "McAtee, R. B., 643 Liberty st.,
5 Mitchell, S. B., Carnegie b'd'g.,
6 "Mouss, J. R., 505 Fairmount ave.,
7 Magee, W. A., Pittsburgh Times,
8 "Myers, Mrs. A. H., 5720 Harvard st.,
9 Torgbrier, H. E., 22 Union Station,
910 Morgan, C. H., 2134 Centre,
1 Nicely, J. M., cr. T. Mellon & Sons Bank,
2 Neely, Thos. S., 22d st.,
3 Preston, S. S., 5712 Ripley st.,
4 Phillips, Jas. H., box 749,
5 Pettit, John M., 403 Grant st.,
6 Patterson, John, 28th St., P. R. R. office,
7 "Pettit, Mrs. John, Penn. ave.,
8 "Pettit, John, Jr., 22 1/2 Plymouth st.,
9 Reitz, John, Jr., 22 1/2 Plymouth st.,
920 Remple, Wm. F., 7 9th st.,
1 Reed, M. C., cr. Westinghouse E and Mfg. Co.,
2 Richmond, Andrew, 5512 Walnut st.,
3 Shaler, Harry, Sweet Briar st.,
4 "Shaler, H. P., box 45 Sta. B.,
5 Shinkle, C. H., 365 Craig st.,
6 Scott, D. S., 705 Lang st., E. E.,
7 Sunatula, M. E., 517 First ave.,
8 "Tett, John M., 305 E. 1st,
9 Snyder, H. G., 11 O. dept.,
930 Nicom, G. Frank, 64 Southern ave.,
1 "Hauer, Roy, 95 Boga ave.,
2 Vailova, G. H., 2516 Sidney ave.,
3 Weigle, Ed. W. H., 207 Boquet st.,
4 Woodward, James, 1352 Victory,
5 Wainwright, E. Z., 5701 Ripley st.,
6 Weir, Geo. S., 1329 Liberty st.,
7 Baker, D. Witter, 314 Holmes ave., E. E.,
8 Kirk, Arthur, 910 Deguene, Ridley Park
9 Hetzel, Geo. C., Swirlaw
940 Irlsey, J. W., (Suspension Bridge),
1 "N. Y., cr. N. F. I. B. Co.),
2 Davis, Henry A., cor. Bank & Little
3 "Davis, Elizabeth McC., cor. Bank & Little
4 "Cunningham, Miss Beattie,
5 "Crawlin, Miss M. G.,
6 "New, Mrs. Jos. T.,
7 Roe, John A.,
8 "Roe, Mrs. John A.,
9 "Drocutt, V. S.,
950 Parker, Charles, 31 Extension,
1 Thompson, F. A., 222,
2 "Kelly, Miss Esther Warren, box 1631,
3 Speakman, C. A.,
4 Clark, Ralph H.,
5 "Rider, Mrs. Maggie N., box 48,
6 Elder, L. W., box 48,
7 Roberts, Arthur W.,
8 Sayen, Osgood,
9 "Shelden, J. S.,
960 Whildens, J. S.,
1 "Wemmer, Miss H. E.,
2 "Wemmer, Miss M. K.,
3 "Horn, L. O., 311 1/2 10th st., Williamsburg
4 Becker, J. J., 917 Wood st.,
5 Bryan, Jas. S., box 108,
Over 132,000, RHODE ISLAND, 8-596,
960 Anderson, Chas. H., 56 Gordon ave.,
Unattached,
7 Gordon, M. C., Arctic
8 Kenyon, Caleb H., Carulus
9 Hardick, Clark, 22 Mann ave., Newport
970 Peckham, W. C., box 193,
1 Openbach, J. S., 21 Extension,
2 Reed, Theodore M., 5 Ayrault st.,
3 Ayer, A. Eliza, 79 Wood st., Providence
Over 132,000, TEXAS, 2-392,
P. V. L. A. W.,
974 Day, W. R., box 240, Brownwood
5 Douglas, W. L.,
Over 132,000, VIRGINIA, 1-137,
Unattached
980 Keeney, John Arthur, box 138, Newport News
Over 132,000, WISCONSIN, 5-1,022,
Unattached
977 Maynard, H. P., Green Bay
8 Rose, John,
9 "Newman, A. L.,
980 Fontaine, H.,
1 Sanborn, C. E., Kenosha Crib Co., Kenosha
NEW LEAGUE CLUB,
745 Cancellation Cycle Club, Cancellation, Ind

QUERIES AND ANSWERS

"A WHEELMAN."—If you had given us your name and address we might have been able to help you.

"MECHANIC," Albany, N. Y.:—The length of crank is measured from centre of crank-shaft to centre of pedal-pin. The size of sprocket-wheels has nothing to do with it, so far as leverage is concerned. An eight-tooth rear sprocket is considered better than one having seven teeth, though the difference is not great. Of course the front sprocket must be large enough to give the proper gear.

A BAD MAN.—LATER!

The "lost ticket" swindler, mentioned on page 401 of last week's L. A. W. BULLETIN, has again been heard from, this time at Winchester, Va., where he borrowed four dollars of J. Frank Eddy, who writes of him as follows, in a letter dated September 16th:

He claims to be a district engineer of the Buffalo Electric Co., of Buffalo, N. Y., as is shown by his written card. He came to me and borrowed four dollars, until, as he said, he could reach Keyser, W. Va.

He left an order with the Buffalo Electric Co. for the above-mentioned sum, but I find this is bogus.

The following is a description of the man and his wheel: Medium height, brown eyes, smooth face, rather pleasant in his manner; he rides a '96 Majestic wheel, 21 pounds; has three 20th Century lamps on the forks, a pneumatic brake, bell, luggage carrier, tourist bag in the centre of the frame, and a cyclometer on the front hub.

His outfit is rather conspicuous, and excites remark wherever he goes; the three-lamp arrangement is unique, and he says he does a good deal of traveling by night, being the most enjoyable time to ride. He passed through Staunton, Va., and borrowed money from several of the L. A. W. members of that city, which he never returned. Is on his way to Indianapolis, Ind., and took the pike leading in that direction from here.

Carter left here with a white helmet on and black leggings. He can be easily identified by any one who ever glanced at him and his wheel with three lamps.

LATER.—At the hour for going to press a telegram is at hand from Charles H. Gieger, Wheeling, chief consul of West Virginia, saying that Calwell or Carter—he had a varied assortment of names—was arrested in Wheeling and was being held, awaiting requisition papers from Cumberland, Maryland, where he was wanted for obtaining money under false pretences. His numerous victims may now get a chance at him.

"The way of the transgressor is hard."—Proverbs xiii: 15.

"T is love that makes the world go round"—

That statement, all agree, is right,—

And makes the young men, so we've found,

"Go round" most every Sunday night.

MEND the road early and often.



Old Sir's
Politics.

BY
JOE LINCOLN.

YESSIR, I own I'm puzzled, and considerable in doubt, For the ways of these "politics fellers" is clean past findin' out. To hear Squire Jenkins argue (he's our Representative), You'd think to vote *his* ticket was the only way to live.

Says he, "I'll help the farmer, make his interests secure, But to send Sam. Hall to Congress means ruin for yer, sure."

But Hall talks somewhat different. Says he, "My friends, I say,

To keep out of the poorhouse you must throw your votes my way.

For Jenkins, he's got money and he grinds the poor man down,

His election means the ruin of each workingman in town.

But I'll see that the farmer, my friends, shall have his due. And I won't forget in Congress that I owe it all to you."

Now Jenkins has a mortgage on my farm, and sure as fate

He does secure my interest on that, at any rate;

And as for Hall's a-givin' each one of us his due,

I wish he'd pay me for the hay he bought in '92.

And I can't see much difference to me which wins the game,

For either way I'm ruined and protected just the same.



It's wonderful how the bicycle turns up in the London police courts. Almost every day there is a cycling case of some kind—lampsless riders, furious riders, quarrelsome riders, or some other variety. As a rule, the magistrates show little consideration—towards real law-breakers none should be shown—and stiff penalties are usually imposed. A German Jew who was "up" the other day charged with furious riding and knocking down a woman, pleaded that he was in a hurry, and his explanation why he gave a wrong name and address was that the policeman "meeked me up and muddle me." The alderman fined the German scorcher 10s. and costs, which would probably double him up altogether. —Cyclist.

IT ISN'T strange that lack of change

Should make us poets pessimistic.

It's plain why we want coinage free,

And utter verses populist.

We're all agreed as to our need

Of cash, the several different kinds

And like the lads who dig for "scads,"

Our silver's mostly in our mines.

MARRIAGE is a lottery where there are many blanks and more blankety-blanks.

"HOPE is a good breakfast but a bad supper."

WHILE some people scheme, and a wonderful dream

For posterity plan and discuss,

"Let's keep what we've got," is our motto, for what

Is posterity doing for us?

"MADE BY THE HARTFORD RUBBER WORKS CO."

is a Good Guarantee.

Why? *Look at this list!*

BRANCHES:

100 Chambers St., New York 136 Lake St., Chicago
910 Filbert St. Philadelphia 8 Queen St., E. Toronto, Ont.
231 First Ave. South, Minneapolis, Minn.

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1789 St. Charles Ave., New Orleans

More to Follow.

We take care of our customers! At any of the above places the rider receives the same courteous and liberal treatment as at headquarters. No other concern is so well equipped to take care of the business. No other concern has had nearly our experience in making

Single-Tube Tires.

"IF IT'S A HARTFORD TIRE, IT'S RIGHT."

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which
is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

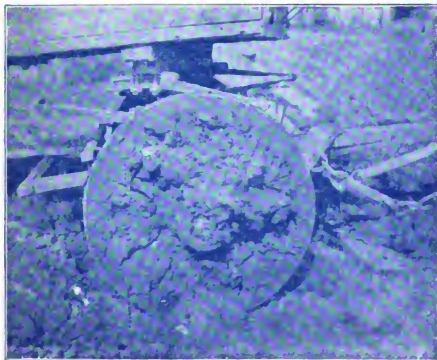
Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

• • • •

ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

OF COURSE they speak of the betrothal as the
"engagement," but, after all, the real fighting
doesn't begin till they are married.

POOR people should remember that it is even
harder to be rich, or otherwise more folks would be
that way.



IF YOU WERE A HORSE, NOW HOW WOULD YOU FEEL
IF YOU HAD TO PULL THIS AWFUL WHEEL?

It is too soon to worry about
the future, and too late to both-
er about the past, and the present
is so fleeting that you have n't
any time to waste in such a man-
ner regarding it.

Good roads mean better people.

MUD means isolation and iso-
lation leads to ignorance, and igno-
rance is the mother of wrong-
doing.

STICK to building roads till you
cease to stick in them.

A GOOD road is a thing of
beauty and a joy as far as it goes.

HERR BLINGSTINEHEOFFER, of
Germany, is a man of letters.

IF YOU wish a man to do a thing
with credit, pay him the cash.

THE LAW-BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, October 2, 1896.

No. 14.



TOO BAD

Some people who do not ride wheels, and hence do not belong to the L. A. W. are sometimes so thoughtless as to call most anything a road. They do not know any better. Let us be charitable. Speaking of what we may call roads, would you think the stretch of mud shown in the above picture would come within the limit? It does! And within the city limits of New York. It is one of upper New York's principal highways—Kingsbridge Road—in the vicinity of 125th street. Isn't it too bad?

AND IN NEW YORK, TOO.

OFFICIAL ORGAN OF
THE AMERICAN WHEELMEN

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 66,800.



Strength.... the power to do, will
and force of character, come with the use of
Pabst Malt Extract
The "Best" Tonic



AGED LADY RIDERS.

EDITOR L. A. W. BULLETIN :

I am an old lady, but I ride with ease and enjoyment. In my rides I often meet wheelmen as old as I, and many much older, but never a wheelwoman anything like my age. From this exercise I have derived an immense amount of physical and mental benefit. For no consideration would I give it up, but why do I stand alone in this matter, among the women of my age? Am I foolish for riding, or are the others unwise in abstaining? I would like to see this question discussed in your very lively paper.

S. B. G.

THE RIGHT SIDE WAS WRONG.

EDITOR L. A. W. BULLETIN :

A member of my family met with a curious accident. In trying to pass, on the right side, a hack going in the same direction as himself, he had just come up on a line with the horses when the driver flourished his whip in such a way that the end of the lash passed twice around the cyclist's neck. By putting both hands against the body of the nearest

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840

**Lovell...
Diamond
Bicycle..**

Our wheels for 1896 are models of
beauty, strength and durability.
All sizes, styles and prices.

Catalogue free.



JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles

horse, he saved himself from being trampled upon; but, being lassoed, he, of course, had to go down, and the wheels of the carriage passed over his legs and his bicycle, bruising the former and entirely wrecking the latter. He will probably obey the rules of the road in the future, and perhaps his experience may be a warning to others to do the same.

No. 92,984.

WE BLUSH.

EDITOR L. A. W. BULLETIN :

Dear Sir, — I have been a member of the League but two months, but the BULLETIN has been to me a pleasant and welcome visitor weekly.

All of my family enjoy it, and I am pleased to say that I consider it a very well-conducted journal, and that its essence, its air, is clean, wholesome, and in a high degree elevating; its tone clean and refreshing.

Its discussion of questions has been fair, impartial and just, and even when provocation has been given for it to be harsh and disagreeable it has never departed from "the even tenor of its way," but has preserved the respect of all fair men by its calm and judicial manner of discussion of matters, rising above the petty things which discredit those who deal in them and the cause they advocate.

This course has commanded my respect.

E. C. M.



1897 HUMBERS

Will be ready for delivery to our agents and patrons December 1, 1896.

*Roadster, \$115.00; Tourist, \$117.50;
Lady Humber, \$122.50; Racer, \$150.00;
Road Tandem, \$180.00;
Combination Tandem, \$190.00.*

HUMBER & CO., America (Limited).

Elliott Burris, Managing Director.

WESTBORO, MASS.

HUMBER DEPOTS:

318 Broadway, New York
5th Ave. and 42d St., New York
545 Fulton St., Brooklyn
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14th and 350 Boylston St., Boston.
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111 North Charles St., Baltimore.
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Branches in all parts of the civilized world.

32 Holborn Viaduct, London.
19 Rue du Quatre Septembre, Paris.

SOMETHING FOR HIS DOLLAR.

EDITOR L. A. W. BULLETIN:

My membership ticket date is May 29, 1896.

In Buffalo, July 1st, I had to hire a wheel.

"How much for two hours?" I asked.

"One dollar — and ten dollars deposit from strangers," said the man.

"How about this?" said I, showing my membership ticket.

"Use the wheel all the afternoon, and no deposit," said he.

A few days afterward I was at Niagara Falls, crossing to Canada for a few hours, on another's wheel; showed my ticket, and was passed without further delay, while non-members were forced to dismount, make a lot of explanations and go through red-tape performances, using valuable time in so doing.

J. F. SUMMERFIELD.

PHILADELPHIA.

SEVERAL TOPICS.

EDITOR L. A. W. BULLETIN:

May I be allowed to bear testimony on a few points?

First, to the remarkable excellence of the four miles of macadamized road on the island of Nantucket. It is well graded, and in every way properly constructed, — filled in with finely powdered stone, and rolled, and rolled, and rolled until it is like the top of a billiard table. It is nothing less than bliss to wheel upon it.

Second, to the recent extreme politeness of the truckmen on the Boulevard. They turn out for me, they wait for me, they even extend to me their protection, and it cannot be because I am an old lady, for I have been nearly as old as I am now for some months, and I have experienced these graces of manner on the part of the truckmen for only two weeks. What has brought about this change?

Third, to the great efficacy of cycling as a palliative for asthma. In many years' experience of that form of human torment I have found no other remedy so efficient.

No. 92,984.

NEW YORK CITY.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as the manufacturer.

Bicycle Sundries.

Geo. A. Clark & Co., Utica, N. Y., have issued a 16-page catalogue of bicycle sundries and supplies of their own and other makes.

Johnston Two-Speed.

W. C. Johnston, 154 Congress street, Boston, Mass., issues a very neat, little, two-color catalogue, regarding the two-speed attachment for bicycles.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make
"Gold Crank"

FALCON
BICYCLES

*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.
New England Branch,
259 Columbus Avenue, Boston.
Factory and General Offices, Yost Station, Toledo, Ohio.

"BUILT LIKE A WATCH"



**STERLING
QUALITY**

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,
CHICAGO.
New York. Boston. Denver.
San Francisco.

A BICYCLE SHED.

EDITOR L. A. W. BULLETIN:

Up to the year 1893 there were a few wheels ridden to the American Waltham Watch Company's establishment (where I am employed).

In the spring of that year there were so many stored around the yard that the Company (through



the kindness of its president, Mr. E. C. Fitch,) voluntarily built a shed, costing \$1,080, large enough to hold one hundred wheels. An employee keeping his wheel there pays twenty-five cents per month for the time he actually uses it. The money is paid to

the Watch Factory Mutual Relief Association, so the Company gets no direct benefit whatever.

No. 64,333.

THE SOURCE OF HAPPINESS.

I've known men with a pedigree that reached back to a king,
Who'd get real drunk and beat their wives and all that sort of thing.

I've known men with a million who had such a sorry dearth
Of love they seemed to be about the poorest souls on earth.
It is n't wealth nor pedigree that really cuts much ice,
But hearts, in just the proper place, can make a paradise.

WE ARE asked to state that the Delaware & Hudson R. R. Co. and the Champlain Transportation Co. carry wheels free, and the Rutland Railway does not.

"MANAGER FOREIGN DEPARTMENT, Bradstreet's, New York city," wants agreeable, refined companion for a week's tour of Berkshire Hills, or about Philadelphia and Washington, or any pleasant tour, beginning October 17.

SOMEDAY a loafer will insult a bloomer girl and then
There'll be one less, thank heaven! of those cheapest kind of men.

And the jury will acquit her and the people say, "Well done! Get on your wheel, Miss Girl, and go and plunk another one."

THE man whose creditors are chasing him has a running account.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . . 25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

OCTOBER 2, 1896.

THE GOOD DOCTOR.

We need proper recreation, just as we need proper food and clothing. One is as essential as the other. Pleasure is the lubricant of toil.

The gigantic railroad locomotive—that great “centre-rush” of civilization—is a mighty factor in the world's work. But its great fire-box and steam-chest, wherein is generated the breath of commerce, are really no more important than the engineer's oil-can with which he lubricates the joints and bearings of the mighty motion machine.

Without oil the locomotive would soon refuse to be operated safely and successfully.

Without proper recreation man becomes as a machine that is operated by a careless engineer forgetting to see that the work is done without wear.

Proper work does not mean wear. Age is the only legitimate reason for ceasing to toil.

A bicycle should be looked upon as a practical investment. We should buy it for the same clear reason we buy bread and meat. It is to satisfy one of the greatest demands of nature, as we find it in all constituted things.

Surely no one will deny that a sick person should be vouchsafed the service of a physician and the benefit to be derived from medicines.

But continued health is far better than an occasional doctor to restore it.

Diet and exercise are the great universal nurses. They cure us before we are ill. They mend us before we are broken. They bring us joys while we are in full possession of the powers of appreciation.

Consider the price of your wheel as a happy in-

Total number printed this week, . . . 69,000
Sent to paid Subscribers, . . . 66,800
Samples to Advertisers, Exchanges, etc., 2,200

vestment in so much pleasant medicine; shaded highways, woods and valleys, rivers and lakes, instead of pills and powders and plasters. And while the wheel strengthens your muscles it will smooth the wrinkles from your mind and soften your heart.

It is the most practical and profitable investment you ever made, if you employ it reasonably and intelligently. Take your medicine according to directions, and be happy.

THE LIFE SCHOOL.

NIXON WATERMAN.

My little boy came from his school today

With his heart in a flurry of glee.

"Oh, papa! they've taken our pencils away,

And I'm writing with ink!" said he.

And his breast is filled with a manly pride,

For it joys him much to think

He has lain his pencil and slate aside,

And is writing his words with ink.

Oh, innocent child! Could you guess the truth

You would ask of the years to stay

Mid the slate and pencil cares of youth

That a tear will wash away;

For out in the great big world of men

The wrongs we may do or think

Can never be blotted out again,

For we write them all in ink.

USES FOR THE HORSE.

So, after all, the wheel isn't going to render the horse useless. The horse has a vital advantage over the bicycle. We can't eat the latter.

A Western man is canning nice, juicy Indian ponies, each one making six cases of 48 one-pound cans. These cute ponies cost all the way from \$1.50 to \$2.00 each.

How nice. This pony meat may become one of the stable articles of food, but it gives one the nightmare to think of it. It's enough to make a vegetarian of one.

A party near Portland, Ore., is putting up quite an extensive plant for the purpose of grinding these nice horses into some fine substance to be used as a fertilizer.

So, we see, that both as a food and a fertilizer the horse has the long end of the string. You could n't eat a bicycle any more than you could a professional boarding-house steak. It is equally as great a failure as a fertilizer. In these two respects, at least, it is no competitor of the horse; it is completely outclassed. Hence, the kind-hearted persons who were afraid the over-loaded, under-fed, bruised and beaten horse would become useless may dry their tears. He will remain, but not because he is good for food or as a fertilizer. He will be loved because he is a kind and noble and beautiful animal, for whom the bicycle will prepare smooth, level highways, where he will happily exemplify the good and gracious purpose for which he was intended.

CYCLING ACCIDENT!

Miss Mamie Hines Fell in Front of a Coach.

Sunday afternoon, Miss Mamie Hines, 155 Union street, Flushing, N. Y., and her friend, Miss Nellie Dunn, of Locust street, girls of fourteen and fifteen years, engaged two *Clipper* bicycles of Philip Drenning, and started for a ride out Janus avenue. They met two coaches coming abreast. Miss Dunn, who was riding ahead, passed safely, but Miss Hines, as she approached the team on the right, seemed to lose control of her wheel. She wobbled for an instant, and then fell squarely in front of the horses. As she went off the wheel Miss Hines grasped the collar on the horse nearest the sidewalk, hung for an instant and then scrambled out of the way. Her clothing was torn, but she was not injured. Thomas Burke, driver of the coach, was not able to check the team instantly, and the coach passed directly over the bicycle, which was bent into almost an unrecognizable mass of steel, rubber and wood. Strange as it may seem, though the frame of the machine was twisted into a shape which it would be impossible to describe, not a piece of the tubing nor one of the brazings was broken. Miss Hines was taken home in the coach, and, aside from the severe fright, was none the worse for the accident today. — *Exchange*.

Those Single-Tube Clippers
do stand the racket.

Grand Rapids Cycle Co.

GRAND RAPIDS, MICH.



America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

The bicycle has not come to exterminate the horse, but to overcome his foes — bad roads and inhuman masters.

We believe this to be true, for the Western man who started the cannery says, "I have sent samples East, but as yet I have not received any orders."

Never you mind if the French and German folks do say we are a little slow in the matter of diet; we shall continue to say, "No, thank you!" whenever the horse meat is passed to us.

We need the horse and the wheel, too, for purposes of transportation.

FOR THE LADIES.

In Lynbrook, L. I., about 12 miles from Brooklyn city line, on the left hand side of the Merrick Road, is a cottage, transformed into an ice cream saloon by Nilson, of 704 Fulton street, Brooklyn. The proprietor has fitted up a little room for the special convenience of ladies, and has a table therein on which are arranged needles, thread and spool silk of all shades, hairpins and other pins, buttons, hooks and eyes, and, in fact, everything a lady could possibly need who had come to grief as regards her apparel. Over the table a placard is tacked, which reads, "Ladies are welcome to these comforts."

I dread steep hills and falls that bruis,
But most of all the sand that slues.

— G. ROADS, JR.

AN UNSAFE GUIDE.

"If the blind lead the blind, both shall fall into the ditch."

And if the editors of "horse" papers preach a false doctrine regarding the rule of the road, wheelmen and carriage drivers will all go in a heap.

In discussing its self-raised question as to which side a driver should go in passing another vehicle from the rear, the editor of *The Rider and Driver* says:

The conflict of opinion arose over the rule which all bicyclists follow, to "always pass to the right," it being claimed that if it be proper for bicycles to do so all other vehicles must do likewise or lose their legal rights. The habit of the riders of the "silent steed" of riding next the curb on either side of the street, always keeping to the right for the sake of convenience to themselves, has, no doubt, given rise to this arbitrary rule. This rule of the bicyclists has been given additional authority by the street commissioners, who, in several instances, have constructed narrow bike paths along the curbs on both sides of the street. This indorsement of the bicyclist's rule, "always pass to the right," by the city authorities, would seem to complicate matters, for if it is legal and proper for bicycles to pass to the right, it must also be legal and proper for other vehicles to do likewise, since, in the eye of the law, bicycles are vehicles. This is an interesting point and *The Rider and Driver* would like to have the opinion of some of its readers on the question.

It would be safe to bet that the writer of the above is not a cyclist. If so, he is not a League member and a reader of the official organ, for the L. A. W. BULLETIN has said, something like sixteen thousand times, that the rule of the road is, "Meet to the

Good Roads— Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.

right, pass to the left." It never was "always to the right."

Every League wheelman knows it, and it is to be hoped that the horsemen will be properly informed regarding the rule. Walk in the light, brethren.

WHOSE ARE THEY?

EDITOR L. A. W. BULLETIN:

The *Lost Ticket Fraud* is under arrest awaiting requisition papers from Cumberland, Md., charges of obtaining money under false pretences having been placed opposite his name.

Mr. C. C. Caldwell alias H. E. Carter, claiming L. A. W. No. 114,320, and occupation as district engineer in the employ of the Buffalo Electric Co., Buffalo, N. Y., was placed under arrest in this city, Sunday, Sept. 20, after making same request of me as in previous cities. Has in his possession an Outing wheel, No. 3,004, three Searchlight lamps, one automatic air brake, cyclometer and two luggage carriers. Has acknowledged his guilt, but will say nothing about the wheel, lamps, etc. Any information concerning these will be gladly received and all questions will be gladly answered. Address all communications to

CHAS. H. GEIGER,

WHEELING, W. Va., Sept. 25, '96. Chief Consul, W. Va. Div.

EGYPT'S sacred cats are worth many dollars purr head.



Fuhrman lowers the Buffalo-New York Record.

F. C. Fuhrman, mounted on a Blison wheel, fitted with Palmer Tires,—filled with nothing but good Buffalo air — rides from Buffalo to New York (470 miles) in 54 hours and 10 minutes, without a puncture. This lowers (Javin's) record almost 9 hours.

President Coleman on Single-Tubes.

President Coleman, of the Cycle Board of Trade, spent about a month in Europe. He made a close study of the cycle situation on the other side of the Atlantic. In speaking about the conditions there, he said: "The American wheels are holding their own, and the wood rim and single-tube tires (American institutions) are gaining friends every day."—*New York Tribune*.

Palmer Tires are the only Sure-Enough Single-Tubes...

A wheel fitted with Palmer Tires is pretty sure to be a high grade machine. Palmer Tires are too expensive and too good for department store bicycles.

THE PALMER PNEUMATIC TIRE COMPANY
CHICAGO

MY NEIGHBOR'S DOG.

NIXON WATERMAN.

A LITTLE, yellow dog is owned across the street from me. He barks and *barks* at everything that he can hear or see;

And when, alas! there's not a thing for him to see or hear, He then resumes his happy task of barking by the year.

At night he's barking at the moon, at Jupiter and Mars, And singly and collectively he barks at all the stars; And if there comes a moment when I cease to hear his roar, I lie awake and wonder why he doesn't bark some more.

He thinks he guards the neighborhood from harm by day and night.

And so I love that little dog. *He thinks he's doing right!* And to his simple life I trust no sorrow may befall. For with his bark forever hushed I could not sleep at all.

A PHILADELPHIA writer blames the Oil City Wheelmen for defeating the recently proposed law in that place, and says that if the wheelmen would use the same effort to have *good* laws passed that they sometimes do to prevent *any* restrictions, it would be to their advantage, as reputable riders are now often blamed for the acts of those who are entirely unworthy.

In a general way, we say, "Yes!"

LIFE isn't so hard to stand when we may sit down.

IN RIDING your wheel, always take the safe side in case of the least uncertainty.

Highest
Grade

Highest
Price



RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
BECAUSE IT GIVES THE LEAST
TROUBLE AND THE MOST COMFORT
TO THE MOST PEOPLE

MORGAN & WRIGHT
CHICAGO

His Kind of a Path.

There was an old doctor, a long ago,
Who hired a fellow to shovel his snow,
But instead of a shovel he gave him a hoe,
For he was a hoe-me-a-path, you know.

A NARROW ESCAPE.

One of our members recently took a trip from Boston to Portland, Me., for the improvement of his health (he was troubled with heart disease). On arriving at the wharf, he was politely accosted by a gentlemanly baggageman, who asked him if his bicycle was also to be put on board the boat. Our invalid friend said, "Yes," whereupon the g. b. m. placed a check upon the wheel, and in handing the duplicate to its owner said, "You need have no uneasiness about your wheel; our men will handle it carefully and you may claim it anytime by presenting this check at our Portland baggage room." Having said these words in a kindly tone of voice, he lifted his hat, and, taking hold of the bicycle, rolled it carefully into a safe corner of the boat, and proceeded to treat other passengers in the same fashion.

This blow was too much for the surprised traveler, and he woke up.

LIFE insurance companies get rich, though much of their business is a dead loss.

EVEN bear stories are not always the naked truth.

THE KING OF PRUSSIA.

A complaint comes to us that a Philadelphia cyclist sent word to the "King of Prussia" that he would be there to supper, and asked that he have prepared sundry cups of tea, etc., but when he arrived with his party, which included several ladies, the king stuck his nightcapped head out of the window and suggested that they should "begone!" and even refused to consider their piteous appeals for food. We are surprised that a king should act like this.

THE BICYCLE IS BLAMED AGAIN.

It is seriously claimed that the present hard times are due to the "fact" (?) that people have spent all their money for bicycles. This might look probable if so many bicycle makers had not failed. *W?* have failed to connect two such unconnectable conditions.

IN AN argument let the other fellow do the loud talking, as thereby he will wear out first.

DON'T make the Lord's day dreary. Enjoy the most sun on Sunday. "Call the Sabbath a delight."
— *Rev. C. H. Spurgeon.*

WHILE the other fellow insists on talking, you can, if you are wise, think up a knock-out argument to spring on him when he finally stops to catch his breath.

S.I.I.

SINGLE-TUBE TIRES.

S.I.I.

SINGLE-TUBE TIRES.

SINGLE-TUBE TIRES.

Pneuma.

CESIBIUS ALEXANDRINUS was the first to use "pneuma" in the manufacture of machines and instruments, in the third century B. C., and would, if alive today, undoubtedly be making **PNEUMATIC SINGLE-TUBE TIRES.**

"PNEUMA" is frequently used by politicians and others, as the supply is inexhaustible and cheap. It is not, however, the amount of "pneuma," but its application, which tells—in a pneumatic tube, its close imprisonment. Sawing wood is a healthy means of exercise, calling for the waste of some "pneuma," but hardly useful in producing tires. It follows, then, that the manufacturers of **Single-Tube Tires**, under the Tillinghast patents prefer rather to devote their energies to the construction of the **Best Tires**, and thus verify a prophecy, than to engage in the less useful, even if more healthful, exercise of sawing wood.

Examine the list of reliable firms and companies which are the only licensed manufacturers of

Single-Tube Tires:

The Palmer Pneumatic Tire Co.
The Pope Manufacturing Co.
The New York Belting & Packing Co., Ltd.
The Boston Woven Hose & Rubber Co.
The Revere Rubber Co.
The New York Tire Co.
The Diamond Rubber Co.
The B. F. Goodrich Co.
The Macmillan Rubber Co. of Chicago.
The Hartford Rubber Works Co.

The Hodgman Rubber Co.
The Newton Rubber Works.
The Hartford Cycle Co.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Ined. Wire Co.
The Spaulding & Pepper Co.
The Peoria Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.
The Brooklyn Rubber Co.

All Others are Infringers.

→ Suits have been brought in every United States Circuit. ←

If further information is desired write to the owner of the Tillinghast patents,
Theodore A. Dodge, Equitable Building, Boston, Mass.

S.I.I.

SINGLE-TUBE TIRES.

S.I.I.

CYCLING LAW.

F. J. MAC BEATH, JR.

(With Apologies to Mr. Kipling.)

O these are the Laws of the Wheelmen,
And many and mighty are they;
But the saddle and frame of the Law,
And the pedals and wheels — is "Obey!"

When approaching a man coming toward you,
Turn right, without fail, without flaw,
But if from behind you o'ertake him,
Then pass to the left is the Law.

Be courteous to friend, foe and stranger:
"Let your tools be as theirs," reads the Code;
Be ready to offer assistance.
The Golden Rule holds on the road.

If you meet men on foot at a crossing,
Ring once if you wish to pass first;
But if you glide softly behind them,
Though you're itching to ring it — yet don't.

(T is needless, and causes ill-temper.)
Be thoughtful of people around,
Nor lead them to think you are ringing
Because you are pleased with the sound.

Ride slowly within city limits;
Have your wheel ever under command.
Dismount when a horse becomes frightened;
If the driver be scared lend a hand.

Light lamps when the statutes provide it;
Keep well in the law, — nor do less
If the law be unjust, but remember
The halloo will give you redress.

Be temperate in all things, and modest.
Don't scorch nor curl up like a "monk."

And never drink deep when you're riding,
And seven times never get drunk.

Sit fairly erect in the saddle;
Whether seen or unseen, be a man,
And never ride hills just to show off,
Nor ride quite as far as you can.

Then ride for the pleasure of riding.
For the blessing of health, and give heed
To the beauty of Nature about you;
But ride not for mileage nor speed.

FROM SPRINGFIELD TO HARTFORD.

A very popular ride from Springfield, Mass., is to Hartford, Conn. The distance is about 28 miles, over splendid roads, which the average rider can easily cover in two or three hours. The route is as follows: Main street, pass So. End bridge and up Pecousic hill; at top take side-path.

The road runs through a sort of common, with big trees on either side, and old-fashioned homesteads, with gabled ends, that might have seen the exciting days of the Revolutionary war.

The road is direct, with a few small hills, through Longmeadow, Thompsonville, Enfield and Warehouse Point. Some prefer to cross the Connecticut here to Windsor Locks and continue to Hartford on the west side, but the road is not so good and there is a long grade to climb into Hartford.

Leaving Warehouse Point, keep straight on to East Windsor, crossing the Santic river. At top of small hill is a spring, which can be sampled to ad-

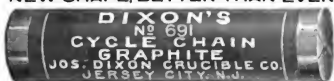
Everywhere

In town,
Out of town,
All around the
town:

EVANS'



NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

vantage, and a little further on a little country store where everything is sold, and if hungry you can get a lunch,—soda water and crackers.

Continuing, we are soon in East Hartford. At Bridge street turn to right and cross river on ferry to Hartford.

After dinner there are many places of interest to visit, but the thing not to miss is a trip up to the dome of the capitol. There are two trips daily, at 10 A. M. and 2 P. M.

Another interesting place is Charter Oak Park, which received its name from the famous charter of Connecticut that was concealed in a large oak tree in the park, now long since blown down and made into thousands of relics.

Now we will turn our wheel homewards, and after supper, as you drop off to sleep with that delightfully tired feeling, you will dream of shady roads, babbling brooks, and of the next time you'll go to Hartford a wheel. GORDON.

A MEMBER writes that, while riding recently, a sudden pain in his knee almost prevented his going further. The pain returns whenever he rides fifteen or twenty miles. When a boy he sprained his knee, but it has never bothered him till now, though he has ridden many centuries. Has any one found relief from a similar trouble?

GEAR your thoughts high enough so that each revolution will put you ahead in the world.

The Best is the Cheapest.

JAEGER

PURE
WOOL SHIFFWEAR
SOCKS, STOCKINGS
ABSORBING HATS
RUGS, BLANKETS
SHAWLS, COSETS
CYCLING SUITING
BOOTS AND SHOES.

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LITTLETON BRANCH, 189 Broadway, near 28th St.
DOWNTOWN DEPOT, 123 Broadway, bet. Cortlandt St.
HARLEM BRANCH, 242 West 134th Street.

Be Careful
when you
Trade With



Our Goods are
marked for
purity and
durability.



BUY NO INCUBATOR and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you ours on trial, not a cent until you are, and a child can run it with the barest attention a day. We won First Prize World's Fair and we will win you for a steady customer if you will only buy ours on trial. Our large catalogue will cost you five cents, and give you \$100 worth of practical information on poultry and incubators and the money there is in the business. Plans for Brooders, Incubators, etc., 25 cts. N. B.—Send in the names of three persons interested in poultry and 25 cts., and we will send you "The Bicycle; its Care and Repair," a book of 180 subjects and 80 illustrations, worth \$5.00 to any bicycle rider. Von Guin Incubator Co., Box 659, Delaware City, Del.

THE TRIALS OF A 'CYCLER.

BY NO. 100,451.

"A bike that is warranted never to break."

Says the agent; "the rest are not in it."

You trust him—until a wild header you take,
Then wish you could see him for a minute.

"A lamp that we warrant will never jar out."

The dealers all declare when you buy it;

In truth it stays lighted five minutes—about,
As you always will find when you try it.

"A tire we warrant will never go down,

And can by no means be punctured," they say;

But when you are riding fifteen miles from town,

It explodes—and you walk home all the way.

Then hurrah for our tires, our wheels and our lamps,

We each claim to own the best that is sold;

And hurrah for the agents, brassy old scamps,

Who stick us and pocket our gold.

A GREAT many varieties of locks have been devised to prevent cycles from being ridden off by thieves; but in our opinion nothing is better than a small padlock and chain, which enables the owner not only to make the machine unrideable, but to secure it to a gate or railing, so that it cannot even be carried away. The chain, however, should be a special one made for the purpose, and should consist of properly tempered steel. If it is composed of any soft metal, a large pair of scissors will be sufficient to cut it through, unless it is very heavy and cumbersome. —*Scottish Cyclist.*

Send stamp for L. A. W. Puzzle.

Write for Catalogue

HI GRADE SWEATERS

ALL WOOL
SIZES
PRICES
COLORS

Just the thing for
this weather.

—Our Prices are O. K.

For Ladies and Gentlemen.
State size and color and we will send you our Prices.

WALTHAM MFG. CO.
Waltham, Mass.

Not the Only One.
CHAS. E. LONGDEN.

There was a man in our town, and he was wondrous wise,—
He tried to ride a bicycle despite our warning cries;
But when he fell off nineteen times he thought his head
would bust,
so he sought a sweet, secluded spot and cussed and cussed
and cussed.
SAN FRANCISCO, Cal.

THE WINTER CHEST PROTECTORS
For horses are now ready for delivery. They have
the same front as those for summer use, but are
lined with a heavy woolen material. The price is 20
cents.

PLANS are being perfected for building a macadam
road between Saratoga and Glen's Falls, N.Y. The
farmers along the route are in favor of it, and agree
to beautify the road with shade trees and ornamental
shrubs. It seems proper that Judge MacAdams
should be in charge of this macadam undertaking.

THE snowball is what all the coalmen regard
More fair than the flowers of summer;
And whenever the winter's unusually hard
It makes a soft thing for the plumber.

THE frosty autumn weather and brisk rides go
well together.

"TURN to the right and pass to the left,"
Unless you of prudence are sadly bereft.

\$1.25-REDUCED PRICE-\$1.25

BICYCLE APPLIANCE CO.

1004 Walnut St.
SALESDROOM,
1346 Chestnut St.
PHILADELPHIA.

THE SIMPLEX
TRADE MARK
REGISTERED

[PATENTED]

With Tapering Rubber Plugs, Is the Ideal
Repair Outfit.

Will repair puncture of any size. Send 10c.
for Assorted Sample of Plugs.

SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, \$1.25
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Electric Cloth cleans everything. Try it on your Dirty Cork Handles.
Send 10 cents for Sample Cloth. Descriptive Circular Free. Agents
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New Roads and Road Laws

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By GEN. ROY STONE, special Agent for the United States, Department of
Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By
an arrangement with the publishers we are able to offer this valuable book
to our readers for \$1.00. General Stone has enjoyed unequalled opportuni-
ties for obtaining information on this subject, and the book is replete with
valuable practical suggestions, both as to road legislation and road construc-
tion. Its record of actual progress gives hope of an early realization of the
benefits of Good Roads throughout the country. Every L. A. W. member
who wants to be up to date on the road question should read his book. Send
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12 Pearl Street - - - Boston, Mass.

By Mail Sent by mail on receipt of \$1.00.

THE PAPER ROSE.

GLEN DAY.

A patriarchal turkey hung upon a market peg;
He was blue with age and bony, he was tough of wing and
leg.
And in his breast—'twas winter; what cared he for winds
and snows!—
Beside his wishbone had been tucked a pretty paper rose.
Oh, Age! We love to garnish you with all the grace of youth;
With tender fiction we would hide the sterner lines of truth.
But when I see a powdered face through which the other
shows,
I think of that old turkey and the pretty paper rose.

THE Des Moines (Ia.) Good Road Club has se-
cured the right of way for a cycle path from that
place to Altoona, a town eleven miles east. The
money is all subscribed and work will commence at
once. The path will be four feet wide, and its pro-
jectors have the assurance of other cities on a line
east of them that it will be completed to the Missis-
sippi river early next season.

IN COMMENTING on the question regarding the
healthfulness of cyclists "sousing" their heads in
watering troughs along the road, on hot rides, a
member says: "This trick was a favorite of mine
in '95. I also found it quite profitable, as I cleared
\$130.00 by it,— 26 boils at \$5.00 each. However,
the excitement of this lucrative business was so
great that I have had to adopt other measures to
'keep my head cool.'"



Automatic Brake
FOR BICYCLES.
PAT'D APRIL 10, 1904.
PAT'D MARCH 9, 1906.
DESCRIPTIVE CIRCULAR ON APPLICATION.
BAILEY MFG. CO., 189 La Salle St., CHICAGO.

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I.
Brockton, Mass.



PRIZE MEDALS JOHN HARRIOTT
3 WINTER ST.
BOSTON, MASS. **PINS**

The Hit of the Season.

An Aluminum Fob.

Every cyclist should have one. 37,000 already sold. Mailed for 26 cents.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Special prices to dealers and agents. *Makers of Indiana Chain*

The Best Yet and Free!!

To L. A. W. members enclosing 2c. stamp for postage, sample
G. W. COLE & CO. **PACE-MAKER CHAIN LUBRICANT.**
111 Broadway, New York.
Manufacturers of the famous "3 in 1" You to judge its merit.

STOLEN. Sept. 21, from No. 24 State street, Schenectady, N. Y., a "Victor" bicycle, No. 0952; very large and heavy machine; weighs about 40 pounds; black enamel finish; 30-inch wheels; Garford saddle; rubber pedals; 60 gear; Victor double-tube tires; rear-wheel brake; wide handle-bars; Victor cork grips, both broken. Reward for wheel or thief. Notify H. S. COOPER, Schenectady, N. Y.

THE STARS.

Ef a feller could fly a million miles ez quick ez a rat kin wink,
An' keep it up fer a million times ez long ez a man kin think,
An' nen begin it agin an' go fer a million o' times ez far's He'd already got he'd begin to know the number they is o' stars.

An' yit they's people 'at says to me 'at the stars was made to give
Their light fer to light this half-bit world on which us mortals live;
An' ef ye doubt it they'll call ye names an' tell ye 'at ye lack
Christianity. An' they'll all of 'em rip these verses up the back.

SAN BERNARDO, CAL., has recently adopted an ordinance against throwing rubbish in the streets.

THE COLFER

MONTHLY
PRICE
TEN CENTS.

Boston, Mass.

The Colfer is an unusually interesting and beautifully illustrated publication—*The Boston Herald*.

The Colfer is a monthly masterpiece of book-making devoted to the game of golf—*The Boston Journal*.

PUBLISHED MONTHLY.

One Year	One Dollar
Six Months	Fifty Cents
Single Copies	Ten Cents

THE COLFER, BOSTON, MASS.

STOLEN. From Newport News, Va., May 4, 1896, a "Victor" bicycle, No. 85,590. Notify FRED. G. KIPPER, Newport News, Va.

STOLEN. Sept. 22, 1896, "Harvard" bicycle; maroon color; No. 54,460. Notify R. M. MEDBURY, Local Consul, Ballston Spa, N. Y.

STOLEN—\$25 REWARD. "Vicking" wheel, No. 2,984; 26-inch frame; large tubing; Palmer single-tube tire; Hunt saddle; T saddle post; cork handle reversible handle-bars; rat trap Brandberg pedals with star toe clips; oils in end of axles. Notify M. S. TARRINGTON, Tulare, Cal.

STOLEN. From premises, Third avenue, between Second and Third streets, Mount Vernon, N. Y., Friday evening, Sept. 18, a lady's "Cleveland" bicycle; No. 72,726; '96 model. Suitable reward. Notify B. G. BUSHNELL, 41 Union Square, New York City.

STOLEN. From bicycle house on night of Sept. 17, a ladies' "Hartford" bicycle; '95 Pattern 2; No. 4,766; Hartford saddle; no brake; no chain guard; snapper on left handle-bar instead of bell; nickel slightly rusted and handle-bars and seat rod slightly scarred. Notify CHAS. W. GRAY, Box 992, Portsmouth, N. H.

'96 MODELS FOR SALE

Samples to close. Lady's Centurion, \$38; Rambler, \$68; Cleveland, \$68; Gent's Rambler, \$68; Second-hand Phillips Power, \$60, Rambler Combination Tandem, \$90—both good as new; '95 Victor, \$30. Address, "BICYCLE," 329 River St., Troy, N. Y.

WHERE THE MONEY GOES.

In view of the numerous complaints about short value in bicycle-race medals, etc., it is interesting to hear, from an L. A. W. member, that the firm with which he is connected melted over five hundred dollars in gold last year, and made medals of it. He says that thousands of jewelers over the country are constantly destroying gold money for similar uses, and also that thousands of dollars in paper money are lost annually by flood and fire, but that the Government continues to reckon this destroyed money as being still in circulation. Our correspondent forgets to include the still larger sum that is lost every year in playing poker, and also through unprofitable ventures in the stock market, not to mention the even more sad losses of publishers who try to run papers to suit everybody.

SIDE-PATHS IN AND ABOUT ROCHESTER.

Thanks to the efforts of the wheel riders of Rochester, N. Y., and a few of the surrounding towns, aided by one of the local papers, the *Post-Express*, Monroe county, in which the flower city is situated, is possessed of a system of side-paths second to none.

The history of their inception, growth, and completion is interesting, and shows what can be done by a few earnest and industrious wheelmen. During the spring a bill was passed by the legislature, providing for a tax of one dollar per wheel, the money so raised to be expended for side-paths throughout the county. By accident the bill was so drawn that it included the streets of Rochester, and, when sent for the approval of the mayor and common council, it was objected to by many and came to naught. Then the wheelmen decided to build the paths themselves. A meeting was called, which was attended by less than a dozen, an organization formed, known as the Southeast Side-path Association, and ten dollars was subscribed. With this small amount work was commenced on one of the roads leading to the Genesee Valley Park, and in a very short time one mile of path was finished, costing about \$125, the wheelmen responding to the requests for funds.

Within a few days another association, the North-east, was organized, and built an excellent cinder path along Culver street, a distance of one and a quarter miles, and rebuilt the path to the Country Club, three miles and a half, at an expense of about \$375.

At this juncture the *Post-Express*, one of the leading papers, took the matter in hand, and started a subscription, heading it with one hundred dollars, to build a belt-line path about the city, using the paths already built by the two associations, where possible. The money came in rapidly, and in a short time about \$1,300 was raised with which to carry on the work. A committee, composed almost entirely of wheelmen, was appointed, and City Surveyor, J. Y. McClintock, with two other gentlemen, took charge of its construction. The path, when completed, measured 18.62 miles, passing through the most delightful country, and at no time would a rider be to exceed three miles from the centre of the city.

The park commissioners then became interested, and immediately proceeded to build a six-foot path along the bank of the Genesee river to the southern boundary of the park. Another association was then formed, called the Southwest, which took up the work where the park commissioners left off, and built a path to Ballentine Bridge, on the Scottsville road, a distance of three miles, at a cost of \$325. This path was built along the side of the roadway, and the country teams soon encroached thereon and cut it up, so that other routes were deemed advisable.

Seeing the possibilities in the way of side-paths, the ones already built being largely used by wheel riders, the committee decided to go further, especially as at this time the city authorities who had previously allowed sidewalk riding, came to the conclusion that that privilege should be taken away. A mass meeting of wheelmen was called, and held in Genesee Valley Park, at which ten thousand wheel riders were present; and at that meeting the Rochester Wheelmen's Association was formed, officers elected, and an executive committee appointed. This committee decided to hold a carnival at the Driving Park, inviting all to take part, either actively or as spectators. The carnival was a success, not only as a spectacle, but financially, about \$2,500 being raised as the result.

With this addition to the funds at their command, the committee continued in its good work, and built paths to Fairport, five and one-half miles; Pittsford, from the end of the Country Club path, one and a half miles; the Sea Breeze on Lake Ontario, five and one-half miles; Scottsville, from Black Creek on the Ballentine road-path, six miles. The Scottsville path, as now finished, runs along the berm bank of the old Genesee Valley canal, permission to use the same having been granted by the Superintendent of Public Works, Mr. Geo. W. Aldridge, who is a wheelman. The wheelmen of Fairport, Pittsford and Scottsville contributed largely, both in money and labor, with the result that Monroe county now has 46.87 miles of fine, durable side-paths at a cost of about \$4,200. With the exceptions of portions of the Country Club path, none are less than six feet wide, and in many places, eight feet, the top dressing being composed of either gravel or cinders. The wheelmen were fortunate in that one of the committee was a member of a large contracting firm, and the work was done at actual cost.

All who have been connected with the work have labored earnestly and untiringly, to produce the best results possible with the smallest expenditure of money; they have given their time and experience with the sole idea of benefitting the cyclists, feeling that they have been amply repaid in the results attained.

Last Saturday the Scottsville path was formally opened by a run, in which two thousand ladies and gentlemen participated, and a formal opening of the Fairport and Pittsford paths will take place in the near future.

No. 31,190.

SEPT. 15, '96.

THE man who closed the door when there
Was sweat upon the brow
Will take the very greatest care
To leave it open now.

HE who pines for board must plank down the price in advance to a spruce up-to-date landlady.

IT is not always the good who die young. Sometimes it is those who are prematurely gray.

A Little Prize of

We will mail a check for five dollars to the L. A. W. member



This map gives the number of L. A. W. members in each State Oct. 1, 1896. Now suppose that all these members were obliged to meet at one point, and that all those from a given State were to start from the capitol of that State, and the fare was two cents per mile. Indicate the point at which all could congregate for the least total amount of railroad fare.

Make a pin-hole through this map at the point you wish to designate, and return it as your answer. If you are keeping the paper on file, we will send you an extra copy, on receipt of your request, accompanied by an answer, indicated as above.

ends us the first correct answer to the following conundrum:

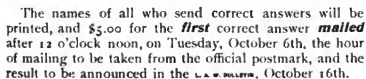


Figure on the basis of 250 miles to one inch, as measured on this map.

The Money Question.

VOTE as we may on 'lection day,
There 'll always be complaint
Between them ones wot's got er pull
And tother ones wot ain't.

"SNOWED UNDER."

The editor of the *L. A. W. BULLETIN* knew that there was a wide-spread and heartfelt interest in the money question which placed it far above "politics," as that word is commonly used, and for that reason it was thought proper to discuss it in this paper. We never supposed, however, that so much would be sent us for publication on the subject. We have received nearly two hundred articles that were intended for print; some of them would fill a page and many others a half page. Naturally there are many which are too near alike to warrant separate publication, and, without intending disrespect, there is not much that is novel on either side. By far the greater part of them favor gold as at present used, but that is because most of our membership is in the "gold country." The "silverites" are not behind, when their relative numbers in the League are considered. A few show the ill-nature which is usually born of ignorance, but nine-tenths of the communications received are from gentlemen (or ladies) who seem to realize that

"If we love one another, nothing, in truth, can harm us, whatever mischances may happen."

It is quite obvious that, on two pages and in only five weeks, but a fraction of the matter already in hand can appear, though we will try and do right by the largest possible number.

ONE ON THE "GOLD BUGS."

If the mine owner takes 53 cents' worth of silver and gets it coined into a "dollar," and thus makes 47 cents, as we are told he will, then that dollar is a full dollar for us all. But if the new-laid dollar is only worth 53 cents, where does the mine owner get any more than his bullion is worth?

No. 126,034.

[The shortest and best answer to the above will be printed. — Ed.]

A HUMAN MAN.

EDITOR L. A. W. BULLETIN:

Dear Sir, — Differing with you upon the currency question, I thoroughly endorse your course in establishing a free forum for discussion; it is the only way to arrive at the truth.

The person who only wants to hear one side of any question is bigoted, and not fit to help decide it, — whether it be a case submitted to a jury of twelve or of twelve million.

I say not only *let* us discuss, but *encourage* us to. Studying both sides has changed me, and if any one is backward about doing this, the natural conclusion is that he fears that he is wrong, and will find it out if he investigates. If I am wrong upon any question I can't get righted any too soon.

Money, it strikes me, is (or should be) simply a measure of value. I freely grant that changing any measure cannot possibly alter the quantity of what is measured, but merely the number of nominal units which it is expressed in. There would be no more wheat in existence if the bushel were made smaller, nor of wealth if the dollar were, but the question of the ownership of both would be affected. *That* is the vital point.

If A has to pay B a given number of "bushels" of wheat some time in the future, it is obviously to B's advantage to have the bushels made larger in the meantime, — to A's advantage to have it made smaller, and in the interest of *perfect equity* to have it remain the *same*. Substitute "dollar" for "bushel," and you have it boiled down. Silverites claim that the "bushel" has been increased by the demonetizing of silver and the cornering of gold.

I have been a Republican; am for Bryan now, — not because I have become a Democrat completely, but because he is fighting for the masses as against the fast-growing power of centralized capital, — illustrated by bond syndicates, coal, oil and numerous other trusts, and when such interests try to make me believe that they are so very solicitous for the "poor working-man," I simply do not believe them.

SEVIER.

MORE SHORT ANSWERS WANTED.

- 1st. Why is the gold dollar a 100-cents dollar?
- 2nd. How can you prove that the price of gold has increased?

A PROHIBITIONIST'S OPINION.

A mother of twins was once asked how she managed to tell them apart. "Oh, that's easy," she replied, "one is named John, the other George!" This is exactly the difference between the Democratic and Republican parties. Call a Republican a Democrat, and he is insulted; call a Democrat a Republican and *he* is insulted. "One is as bad as the other and worse."

Then give us silver or gold, or both; high tariff or low, or both; there will still be a few of us left that have sense enough to cast our votes for men that think, for men that favor such questions as the "Income Tax," the "Suppression of Liquor Traffic," the "Government Ownership of Railways and Telegraphs," "Good Roads," *et al.*, while Republicans and Democrats continue to pile up their votes against each other to see which can make the larger heap of rubbish.

I am a Prohibitionist.

DANIEL B. LUTEN, No. 124,032.

of silver in the ratio of 16 ounces of silver to 1 of gold, or whether the present standard shall remain.

TAXES AND ROADS.

EDITOR L. A. W. BULLETIN :

Nothing has been more gratifying to our wheelmen in San Francisco than the tone of your magnificent editorial on "The Value of a Dollar."

Why would it not be a splendid idea to advocate the principle of high tariff, so that the government may soon have a surplus again in the Treasury, and then recommend appropriations for the building of public highways throughout the land, thereby affording employment to every man in the country who is without work, and at the same time build up our highways to such a standard as cannot be surpassed anywhere in the world?

Imagine the great benefits to be derived in this direction. It would not only be the means of putting every man to work, but it would result in circulating millions of dollars from one corner of the United States to the other.

Surely if the L. A. W. forces would concentrate their efforts towards the achievement of such a grand and magnanimous proposition their power would soon become overwhelming.

No. 73,563.

"WISH IS FATHER," Etc.

"One sweetly, solemn thought
Comes to me o'er and o'er,"
It is that baseball cranks have stopped
Their "chin" about the score.
Another thought quick follows that,
(I fear it's "most too bold,"
It is that the "chin" of silver men
May soon be turned to gold.

A VIRGINIA OPINION.

EDITOR L. A. W. BULLETIN :

Dear Sir, — I have noticed the several articles lately from your pen, viz.: "The Value of a Dollar," etc., and the criticisms which you have received.

I coincide with your views and believe you are doing good work. Doubtless those very wheelmen who want you to stick to wheel matters and good roads are talking Silver and distributing matter to their brethren in the West.

Let the good work go on. We want Good Roads, but they can't be built with poor money and repudiation.

G. L. H.

Too many politicians seem to think that only those who preach that the country is going to ruin have its welfare at heart.

OUR Western friends insist that the clouds now in our political sky have a silver lining.

THE politicians are right on their metal in this campaign.

Who can say that "cartwheels" do not have a legitimate bearing on roads?

HE THOUGHT WE SHOULD STUDY IT.

When I read your editorial on "The Value of a Dollar," recognizing that in taking that position you did so from the best of motives, I merely regretted that "another good man had gone wrong," and that you had accepted the character of your environment, the color of your surroundings, and that, without earnest study of the question, had ranged yourself upon the side that seemed to you to contain the wealth, the intelligence and thought of the country.

In your editorial, in answer to your critics, I recognize a desire to do right and exercise justice, and I am pleased at your request to subscribers to discuss the subject and not ask you to drop it.

But the discussion of the silver question is one that the size of the BULLETIN prohibits. A statement to be convincing must be fortified by argument, by quotation and by references, and space cannot be spared in the paper for a proper presentation of either side.

It is, however, a question of paramount importance to the people, and as such it should be studied by all.

Now the question as to which of these positions is correct is not one to be determined lightly or without study.

It requires deep thought from every man who desires to do right. Such thought for matters outside their daily care it is impossible for most men to give, and even with such thought the way is marked with doubt and hesitation.

To call a man an anarchist, to say he is a criminal, that he is unfit to live because he wishes good to his children and to other's children, would be silly were it not saddening. The silver men believe in their hearts, deep down, without selfishness, that unless silver is readopted as the unit of our currency system that this Nation is near to despotism, destitution and degradation, and they desire to save those who are to follow them from those evils.

Then let us all earnestly, honestly and prayerfully seek for the right and search for the truth; let us give earnest thought, that we may determine wisely for the good of our dearly-loved Nation.

Yours very truly,

ERNEST C. MARSHALL.

A MAN from Colorado

Came up to the gates, we're told;
But he would n't pass through, for it never would do:
The streets were made of gold.

HOW MUCH DOES THIS MEAN?

"But show me a gold standard convention and I'll show you a convention where they have no more respect for the right of the people to rule, or the wishes of those who sent them there, than a monarch has of the desires of his subjects." — MR. BRYAN, in his speech on Boston Common.

THE opposition party calls it "freak" coinage.

THE ARMSTRONG LAW MISCONSTRUED.

It will, no doubt, be a surprise to many of our readers to know that the Pennsylvania R. R. Co. does not consider the Armstrong Law as meaning that bicycles shall not be charged for when shipped in baggage-cars.

Wm. R. Lansing, of Rochester, a member of the N. Y. Rights and Privileges Committee, has recently received the following letter in reply to an obvious question:

PENNSYLVANIA RAILROAD COMPANY.

General Office, Philadelphia, Sep. 23, 1896.

Charge for Bicycles.

W. R. LANSING Esq., Rochester, N. Y.

Dear Sir.—In reply to your favor of the 15th inst., beg to say that the law of New York, as we understand it, by its terms, seeks to impose an obligation on the company to treat bicycles as baggage, but contains no provision against making a reasonable charge for the transportation of wheels. Our practice, therefore, at present is to carry bicycles in baggage cars, giving checks therefor, charging, however, a reasonable compensation, as is the case with other articles of similar character, such as baby carriages, etc.

Very truly, G. W. BOYD, Asst. G. P. A.

The Armstrong Baggage Law in Force in New York State.

Section 44, of Chapter 565, of the laws of 1890, known as the railroad law, is hereby amended to read as follows:

"Checks for baggage.—A check made of some proper metallic substance, of convenient size and form, plainly stamped with numbers, and furnished with a convenient strap or other appendage for attaching to baggage, shall be affixed to every piece or parcel of baggage when taken for transportation for a passenger by the agent or employee of such corporation, if there is a handle, loop or fixture therefor upon the piece or parcel of baggage, and a duplicate thereof given to the passenger or person delivering the same to him. If such check be refused on demand, the corporation shall pay to the passenger the sum of \$10, and no fare shall be collected or received from him; and if he shall have paid his fare it shall be refunded to him by the conductor of the train. Such baggage shall be delivered, without unnecessary delay, to the passenger or any person acting in his behalf, at the place to which it was to be transported, where the cars usually stop, or at any other regular intermediate stopping place upon notice to the baggage master in charge of baggage on the train of not less than thirty minutes, upon presentation of such duplicate check to the officer or agent of the railroad corporation, or of any corporation, over any portion of whose road it was transported. Bicycles are hereby declared to be and be deemed as baggage for the purposes of this article, and shall be transported as baggage for passengers by railroad corporations and subject to the same liabilities, and no such passenger shall be required to crate, cover or otherwise protect any such bicycle: provided, however, that a railroad corporation shall not be required to transport, under the provisions of this act, more than one bicycle for a single person."



JOE LINCOLN.

It is an aged farmer-man;
He standeth at his door
And gazeth out where there has been
A road in days of yore.
But ah! ye winter rains have come,
Likewise ye winter snow,
And the road is turned to a sea of mud
Above and eke below.
There is mud to the east and mud to the west.
And mud is everywhere:
The hens they perch on top of the fence,
And the cat is in despair.

Sad is the heart of the farmer-man,
And wondrous wroth is he,
And these words, in a savage undertone,
He muttereth angrily:
"Taint because I can't haul my wood,
I guess the stuff 'll keep,
But I can't drive up to town-meetin' now,
The mud's so thunderin' deep.

And, as selectman of this town,
I oughter be there, too,
To vote agin that highway bill
They're tryin' to put through.
It's the bounden duty of every
man
To vote agin that movement
This town haint got no cash to
waste
In this here road improvement."



HE who would live for himself alone should live alone by himself.

THE lawyer and doctor are fond of giving advice at so much per give.



TO KEEP METAL BRIGHT.

In recommending vaseline as a preventive of rust, the editor of this paper must have overlooked the fact that Cole's 3 in 1 compound is just the thing for that purpose. It is convenient and superlatively efficient. It is made by G. W. Cole & Co., 111 Broadway, New York.



ROADS ARE IMPROVING.

From scores of localities in every corner of the land comes the cheerful message, "Our roads are better than they have ever been." And the same thing holds true of town and city streets.

It is very clear to an intelligent observer in a position to broadly view the field, that more and better road-building is being done this year than has been done in any past year.

The agitation for improved highways has begun to produce practical results. The people are getting their feet on the ground, and are materializing the worth of their theories regarding good roads.

It is pleasant to note that the people everywhere appreciate the many advantages to be gained from improved highways. Every mile of good road makes it easier to secure more of the same sort. The example is contagious.

Even in localities where no work for the betterment of roads has been begun, there has been created a dislike for mud that will result in its early disappearance.

When the people of a community get sufficiently tired of poor roads they mend them. A few wheelmen, if they are live members of the L. A. W., can so point out the disadvantages of mud that many others will unite with them in working for good roads and clean streets.

Everybody wants good roads when their attention is called to the matter. With some one to act as a leader, they will follow. Pick out just the right sort of a man, and put him in charge of your streets and highways, and he will make it more of a pleasure and of greater profit to reside in his neighborhood.

THE BEST ROAD MAKERS.

It has been truly said that no other single element, except ignorant road-making, adds so much to the heavy burden of supporting the highways as the use of narrow tires, which cut up the roads instead of ironing them smoothly down.

Look at the beautiful, glossy path which the bicyclists make for themselves at the edge of the road before the puddles are fairly dried up, and then at the bottomless abysses plowed by loaded

wagons, and you will have the whole thing in a nutshell.

The horses' hoofs, of course, chop up the road somewhat, but it is mere surface irritation compared with the deep and fatal wounds made by the narrow-tired wheels when once a rut is started.

Build a reasonably good road and equip the vehicles with tires with something the same proportion to weight as the tires of a bicycle, with the tread of the rear wheels different from that of the front wheels, so as not to follow in the same path, and the surface will not be rutted at all. The wheels serve as rollers, and instead of cutting up the roads they make them better.

Fine philosophy we show, to be sure. We tax ourselves poor to keep steam rollers at work on our highways, and then carefully select wagons which will undo the work of the roller as quickly as possible. — *Milford (Mass.) Gazette.*

A GOOD ROADS PREACHER.

In the August 28th issue of the L. A. W. BULLETIN is an illustration of a "decorated" bicycle, in which the League emblems and the "helping hand" are very neatly displayed. Here is another picture, showing quite another style of decoration.



John H. Thomas, of Louisville, Ky., on a recent trip through his State, displayed his wheel, as here shown, in many towns and at county fairs. It has, no doubt, been a real force in calling the people's notice to desired reforms, and attracted attention that a less novel and striking method would have failed to do.

The advocates of good roads and better cycling are increasing in numbers, as they are in the means of furthering their good work.

The greatest draft on the farmer's purse is in getting his produce to market.

THINK of going over a poor road a thousand times when it needs fixing only once.

A STONE in the road is a good thing when it is broken up and rolled down.

League of American Wheelmen

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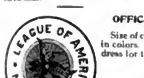
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All orders must be sent to the secretary accompanied
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tached, \$5.00. Members holding numbers less than 2450
may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and
moderate in price. It is of celluloid, steel bound, and
retains both sides of the ticket without exposing it to
wear. It will be sold for ten cents.

STANDARD LEAGUE BADGE.

In order to supply a "long felt want," we have had
made what we shall call the Standard League Badge.
It is a royal purple rim and is made in two qualities.
The gold badge will send by mail for \$2 and a
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L. W. Stone, Pittsford, Morris Finney, Frank Lyons,
Joseph Neal and W. Peters, Chenequa, Wyo.

Thirty days, from Sept. 1, unsanctioned races, M. A.
Lena, M. A. Humphrey, S. Saunders, C. Johnson, J.
Nadai, A. Dowling, M. B. Drillon, O. Johnson, J.
Payne, H. F. Smith, L. Washburn, W. A.
Kemp, and L. Simpson, La.

Thirty days, from Sept. 18, unsanctioned races, Rus-
sell Green, Herbert Gardner, Arthur Paulding and W.
J. Landell, Marshfield, Mass.; George Stockbridge,
Elsworth, Me.; Allie Higgins and Charles Rankin,

Bar Harbor, Me.; S. L. Burns, George Miller, Charles
Clemson and H. K. Pettigill, Bar Harbor, Me.

Until Oct. 1, unsanctioned races, Charles Shively, J.
B. Barnes, William Hopping, William Thompson, Oly.
Guitner, Howard Polnowsky, Clarence Williams,
Newell Eaton, Nels Olsen, Charles Penner, Ed. Rey-
nolds, Al. Young, Fred Klemmer, Fred Smith, Red-
ding, Conn.

One year, from Sept. 6, for willfully competing in
unsanctioned races, Godfrey Schmidt, W. E. Harmon,
Los Angeles, Cal.

One year, from Sept. 6, for officiating at unsanctioned
races, T. O. Hall, Los Angeles, Cal.

Thirty days, from Sept. 14, false entry, Earl Rowan,
Perry, Ind.

Thirty days, from Sept. 7, for entering races and fail-
ing to appear, Forrest Bigelow, Columbus, O.

Until entry fees are paid and prizes returned, Victor
S. Reed, Youngstown, O.

Thirty days, from Sept. 15, unsanctioned races, Gus
Gala, Sparta, Wis.; Ole Mole, Melrose, Wis.; L. M.
O'Brien, Los H. Moll, Watertown, Wis.

One year, from Sept. 15, unsanctioned ladies' races,
after warning, W. B. Beck, Harrison, Ill.; C. E.
Engstrom, Harry Blamford, Harry Sinclair, Chicago,
Ill.

One year, from Sept. 20, unsanctioned ladies' races,
L. A. Marks, Chicago, Ill.

Thirty days, from Sept. 15, unsanctioned races, Elmer
Marston, Farmington, Me.; Ed. Steinmetz, Indian-
apolis, Ind.; Norval Bappt and C. W. Johnson, Bath-
gate, N. Dak.

Ninety days, from Sept. 15, unsanctioned races, John
C. Van Mark, Calumet, Mo.

Thirty days, from Sept. 18, insubordination on race
track, L. A. Chance, St. Paul, Minn.

For failing to appear, Frank Wallerace, Minneapolis,
Minn., is suspended for six months from Sept. 18.

For false entry, Walter Humes, Green Bay, Wis., is
suspended for six months from Sept. 18.

For competing in unsanctioned races, F. S. Deuel,
W. Morse, — Broughton, B. Harrington, D.
Graham, Fred Wooten, — Hornbeck, F. Conway,
Ed. Cahariz, Marshall, Mich., are suspended for thirty
days from Sept. 18.

Vin P. Whelan, Youngstown, O., is suspended until
entry fees are paid.

Suspension Removed.

Louis Ginn, Cleveland, O.

Transferred to Professional Class.

Jake Hayes, Parsons, Kan., under clause (a).
Eugene Tate, Kokomo, Ind., clause (a).
Roy Robinson, Waco, Tex., own request.

Ken Sims, Nashville, Tenn., own request
W. E. Harmon, Los Angeles, Cal., clause (b).
J. E. W. Wolloughby, Watsonville, Cal., clause (b).

L. A. Faller, Nashville, Tenn., own request
Jay Newson, Nashville, Tenn., own request.
H. L. Benedict, New Orleans, La., article IV., sec-
tion 7, by-law.

A. N. Citer, Perry, N. Y., own request.
George H. Black, St. Louis, Mo., clause (b).
Porter Houghton, St. Louis, Mo., clause (b).

Frank McWatters, St. Louis, Mo., clause (b).
Harry Wippen, St. Louis, Mo., clause (b).
A. Nasse, St. Louis, Mo., clause (b).

F. Davis, St. Louis, Mo., clause (b).
John Gillis, St. Louis, Mo., clause (b).
Charles Carl, St. Louis, Mo., clause (b).

L. V. Stephens, St. Louis, Mo., clause (b).
W. H. Johnson, St. Louis, Mo., clause (b).
G. J. Ellwanger, St. Louis, Mo., clause (b).

George Stockbridge, Elsworth, Me., clause (a).
Allie Higgins, Bar Harbor, Me., clause (a).
Charles Rankin, Bar Harbor, Me., clause (a).

E. Reese, Lincoln, Neb., clause (g).
Arthur A. Jackson, Lynn, Mass., own request.
L. S. Hall, Philadelphia, Pa., clause (a).

J. K. Neibel, Pueblo, Colo., clause (b).
F. E. Winters, Pueblo, Colo., clause (b).
L. L. Leach, Colorado Springs, Colo., clause (b).

W. A. Vesper, Kansas City, Mo., clause (b).
F. A. Keller, Frost, Pa., clause (b).
Gus Gula, Sparta, Wis., clause (d).

D. A. Jackson, Syracuse, N. Y., clause (d).
I. K. Barnes, Syracuse, N. Y., clause (b).
F. Lamson, Syracuse, N. Y., clause (b).

W. H. Dawson, Syracuse, N. Y., clause (b).
Allen Duncan, Evansville, Ind., clause (a).
Ralph A. Wheeler, Chicago, Ill., own request.

Porter McCaughton Wright, Chicago, Ill., (g).
Gus Gula, Sparta, Wis., clause (d).
Ole Mole, Melrose, Wis., clause (a).

C. C. Ingraham, Dixon, Ill., own request.
W. H. Corser, Altoona, Pa., clause (b).
Louis Marsh, Farmington, Me., clause (a).

Elmer J. Marston, Farmington, Me., clause (a).
F. Wellington, Presque Isle, Me., clause (a).
Eugene Connel, Chicago, Ill., clause (d).

Louis Ginn, Cleveland, O., clause (d).
Walter Humes, Green Bay, Wis., clause (d).
C. C. Hamlin, Joliet, Ill., clause (d).

John J. Berge, Minneapolis, Minn., clause (f).
Hugh Higley, Janville, Ill., clause (b).
Lovell Gillespie, Danville, Ill., clause (b).
W. H. Johnson, Danville, Ill., clause (b).
W. H. Cadwallader, Danville, Ill., clause (b).

Ross Phillips, Danville, Ill., clause (b).
Walter Koeder, Huntington, Ill., clause (a).
Horton I. Blakeslee, Chicago, Ill., own request.
Frank Leslie, Farmington, Me., clause (a).
W. H. Picken, Birmingham, Ala., own request.

Sanctions Granted.

Oct. 8—Milton Driving Park and Fair Association,
Milton, Mass.

Oct. 9—Wamego Wheel Club, Wamego, Kan.
Oct. 9—Great Neck League, Great Neck, N. Y.

Oct. 9—Butler County Agricultural Society, Hamil-
ton, O.

Oct. 9—Shelbyville Race Association, Shelbyville, Ind.
Oct. 9, 6, 7—J. K. Wheelmen, Aberdeen, Mass.

Oct. 10—William Krall, Worcester, Mass.
Oct. 10—Stafford Springs Agricultural Society, Staff-
ord Springs, Conn.

Oct. 10—F. M. Dampman, Philadelphia
Oct. 10—Millville Wheelmen, Millville, N. J.

Oct. 9—Apollo Bicycle Club, Apollo, Pa.

KANSAS DIVISION.

Tenth annual meeting, held in Salina, Thursday,
Aug. 21, 1896, at 10 o'clock, A. M.

The chief consul, secretary-treasurer, chairman of
Racing Board, and chairman of Roads Improvement
Committee, all gave a report. They were severally
received and placed on file.

Mr. W. M. Glenn offered the following:
Whereas, Good roads are among the best evidences
of civilization, and their importance to the farmer, busi-
ness and professional man in promoting agriculture,
commerce and social intercourse, cannot be over-esti-
mated, and

Whereas, The great army of wheelmen and wheel-
women, numbering hundreds of thousands, and re-
presenting all classes of society, are so greatly interested
in the Good Roads movement that they have a right to
insist that good roads be maintained, therefore,

Resolved, by the Kansas Division of the League of
American Wheelmen, that the next session of the
Legislature of Kansas be urged to pass a law granting
a rebate of certain taxes to owners of wagons with
tires of not less than four inches in width, for wide
tires are makers of good roads.

Resolved, That the next session of the Legislature of
Kansas be urged to pass a law providing for the em-
ployment of certain penitentiary convicts, and of pri-
soners in the jails of the different counties, in the build-
ing and repairing of the highways of the State, believing
that such a law would be wise in a business way, and
would tend largely to the betterment of the State.

Resolved, That it is the duty of every member of the
L. A. W. to see to a strict enforcement of the law re-
lating to road overseers to erect guide boards at all
crossings of the National Road.

(No motion they were voted on separately and carried,
and again on motion adopted as a whole.)

Moved, That Committee on Roads Improvement be
authorized to procure a road book suitable for this
division. Adopted.

Moved, That the sum of fifty-six (\$56) dollars be ap-
propriated for the purchase of division championship
medals and that twenty-eight (\$28) dollars of this amount
be paid to the Salina Bicycle Club, fourteen (\$14) dollars
to the Wichita Wheelmen Association, and fourteen
(\$14) dollars to the Solid City Wheelmen of Fort
Scott, adopted.

Moved, That fourteen (\$14) dollars be set aside
to purchase two-mile State championship medal.
Adopted.

Resolved, That the Kansas Division, L. A. W.,
endorse the movement looking to State control of
racing, and request their representatives to the next
National Assembly to use all honorable means to se-
cure the adoption of such methods. Adopted.

Resolved, That we request our delegates to the
National Assembly to use all honorable means to the
adoption of an amendment to the National Constitution, permitting
professional riders to become members of the L. A. W.
Adopted.

Secretary-treasurer read a partial list of the highest
candidates for the prize recruiting medal and reported
that same had been won by Mr. L. E. Treasurer, of
Lawrence, he having been credited with thirty new
members since March 20, 1896.

Moved, That the sum of twenty-five (\$25) dollars be
appropriated for the purchase of a standard L. A. W.
medal, to be awarded to any member securing the
greatest number of recruits for membership in the divi-
sion from date of resolution, and before date of next
State Meet. Adopted.

Resolved, That the division officers be instructed to
use every effort to have the next legislature pass a law
requiring railroads to carry bicycles free the same as
other baggage. Adopted.

Nominations of officers of the division, to be elected
between October 1st and November 1st, were then
made as follows: Chief consul, L. E. Treasurer; sec-
retary, W. J. Bishop, Salina; secretary-treasurer,
W. C. Reichenbach, Topeka; representatives, W.
Webb, Topeka; J. J. Conitt, Wichita; L. W.
Simmons, Salina; and J. J. Lawrence, Lawrence.

The following were adopted.

By-Law IV. Any club within this division of whose
membership at least seventy-five per cent. are members
of the League may be admitted to membership, subject
to the rules governing League clubs.

Amend Article 1, Section 3, By-Laws, by adding: "The secretary-treasurer shall receive, as a compensation for his services, the sum of ten cents for every new member and renewal of membership credited to this division, payable quarterly from settlements made with the secretary of the League."

Moved, That it be the sense of this meeting that the next annual State Meet be held in the city of Wichita, Kansas.

Moved, That the thanks of this division be extended to the Salina Bicycle Club and the citizens of Salina for the courtesies extended during our sojourn with them.

Sec-treas. report shows receipts, etc. \$1,558 13
Expenditures 361 79

Balance 796 34

Estimated amount due from secretary of L. A. W. account memberships. \$182 50

Showing assets of W. C. F. REICHERBACH, Sec-Treas. \$888 84

KANSAS DIVISION.

Have you a Kansas Sunflower L. A. W. cap pin or button? If not, show your division colors, and wear an emblem that is unique, handsome and cheap. Send thirty-five cents for pin or twenty-five cents for button, in stamps, and get a Good Roads button free.

W. C. F. REICHERBACH, Sec-Treas.
P. O. Box No. 25, FORBES, KAN.



HURRAH FOR "LITTLE RHODY!"

The Rhode Island Division membership passes the 1,000 mark this week. Considering the population of the State, the showing is highly creditable.

NEBRASKA DIVISION.

I hereby announce the appointment of Messrs. Chas. E. Bauer, of Lincoln, and W. W. Turner and W. C. Bouk, of Omaha, as members of the Committee of Rules and Regulations, vice Otto Pierce and Frank M. Tesner, who have removed from the State, and M. O. Dixon, whose membership has lapsed.

A. K. EDMISTON, Chief Consul.
OMAHA, NEB., Sept. 8, 1906.

WISCONSIN DIVISION.

This is to certify that at a meeting of the Racine Athletic Association Wheelmen, held on the 3d day of August, 1906, the following named member was elected a representative from said Racine Athletic Association Wheelmen to the State Board of Officers of the Wisconsin State Division, L. A. W., for the current year:

J. ROLAND JONES, JR.
In witness whereof we have hereto subscribed our names this 12th day of September, 1906.
WM. M. LEWIS, Pres.
ERNEST H. SMEDING, Sec-Treas.

INDIANA DIVISION.

The following local appointments have been made by the chief consul:

J. H. Cody,	Local Consul.	Marion
Portland,	Hotels.	
Cambridge City,	Merchandise Hotel,	\$1 50
	Central Hotel,	
	Refrainment.	
P. A. Boudurant,	Bremen	
Jones Cycle Co.,	Portland	
	C. G. MULLER, Sec-Treas.	

TENNESSEE DIVISION.

The following local consuls have been appointed for this State:

T. S. Ford,	Memphis
C. A. Fuller,	Nashville
Frank O. Watts,	Union City
J. W. Hedgepath,	Kipley
Charles K. Jordan,	Murfreesboro
Frank Stiffner,	Chattanooga
Charles Gerhardt,	Lebanon
Asbury Wilkins,	Columbia
E. I. Stratton, Jr.,	Springfield
R. H. Stovall,	Jackson
John B. Henneman,	Knoxville
H. L. Wooley,	Shelbyville
P. M. Ward,	Johnson City
T. D. Cooper,	Brownsville
C. H. Reese,	McMinnville
James A. Lyon,	Clarksville

The Jordan Hotel at Murfreesboro, and the Clarendon at Memphis are appointed League Hotels, offering reduced rates to L. A. W. members showing their cards.

C. J. SCHERER, Chief Consul.

TENNESSEE DIVISION.

APPOINTMENTS.

I have this day appointed W. S. Carroll, Nashville, as vice consul; Thos. Goodall, Nashville, as local consul, vice F. A. Fuller resigned, and J. W. Seabolt, of Chattanooga, as a member of the State Racing Board, of all fit unexpired terms. CHARLES J. SCHERER, MEMPHIS, TENN., Sept. 24, 1906.

VIRGINIA NOTIFICATIONS.

I hereby nominate officers for the Virginia Division as follows: For Chief Consul, Walter C. Mercer, Richmond; for Secretary-Treasurer, Dr. W. M. Keedee, Charlottesville. H. A. GEORGE, Charlottesville.

GEORGIA.

ADDITIONAL LOCAL CONSULS.

F. G. Byrd
H. C. Smith
F. W. Goette
F. H. Roodolph
A. MacM. Myers
R. W. Bertin, Jr.
Will Warlick

Attention, Georgia!

To Local Consuls and Members:

We will give the following prizes for new members for this division:

One member, Waterproof ticket-holder.
Five members, Standard cyclistometer.
Ten members, Bicycle shoes, value \$3.00.
Twenty members, Lamp, value \$7.00, or Pneumatic saddle, \$5.00.
M. J. HIRSCH, Chief Consul.

NEW JERSEY DIVISION.

Nominating Committee.—In accordance with Section 5, Article 4, of the By-Laws of the New Jersey Division, the chief consul appoints, during the month of September, a nominating committee, whose duty it shall be to make nominations for chief consul, vice-consul, secretary and treasurer, and twenty-two State representatives. The committee I have selected for this are:

Theodore F. Merseles, Hudson County Wheelmen, Jersey City, Chairman.
Charles W. W. Norwood, Tourist Club, Paterson.
George B. Minshull, Montclair Wheelmen, Montclair.
Hilley Whiteley, Mercer County Wheelmen, Trenton.

Percy B. Lovell, Moorestown.

Returning Board.—The following have been appointed as the members of the Returning Board. Their duty it shall be to count the ballots as provided for in Section 2:

JAMES G. LEE, Trenton.
E. W. WAGG, Lambertville.
FRED C. WEISK, Bordentown.
ROBERT GENTLE, Chief Consul.

ANNUAL MEETING KENTUCKY DIVISION.

Held at Iroquois Club House, Louisville, Ky., Aug. 12, 1906. Chief Consul Clendening in the chair.

The chief consul expressed his gratification at being able to address one of the largest assemblies of League members ever brought together in Kentucky. He showed that up to the date of this meeting the membership in this division had been increased more than one hundred per cent. over that of last year, and that a large share of credit was due to the local consuls, among whom are many energetic workers. Mr. Clendening gave a detailed report of the work incident to the compilation of the new Road Book which was furnished to members this year.

He further stated that Mr. A. D. Ruff had, in his will, bequeathed \$1,000 to the Kentucky Division, L. A. W., to be used as they thought fit. It was suggested that the most becoming thing to do would be to use this money in a way which would form a lasting monument to this deceased friend of the League. The chief consul, therefore, appointed a committee composed of prominent members of the division, to devise ways and suggest plans to carry out this idea.

Mr. Clendening stated that he believed the most important thing accomplished by this division this year was the defeating of a bill presented to the State legislature, which discriminated considerably against the interests of wheelmen, particularly against tourists, and the obtaining of pledges from some of the most influential members of the division to uphold the interests of the L. A. W. while they were in office.

Mr. Clendening concluded by proffering his hearty thanks to the members of the division for the honor of his election.

The secretary-treasurer, having filed his semi-annual statement in June, made no formal report at this meeting, but gave a verbal report of the business done since his last report was published. The membership roll showing 858 members to date, and cash showing a balance of \$125.65. Mr. W. W. Watts announced the presence of President Elliott, Secretary Bassett and

ex-President Dunn, to whom the meeting extended the privileges of the floor. The committee appointed by Chief Consul Clendening, to devise a plan for such the bequest of our deceased member, Mr. A. D. Ruff reported progress and asked further time, which was granted.

On motion the chief consul appointed a committee composed of W. W. Watts, G. E. Johnson and Owen Lawson to receive the bequest from the executor of Mr. Ruff's estate. As a consequence of the meeting, Abbot Bassett was appointed to prepare resolutions, expressing the deep sense of loss which the division feels in the death of our deceased brother.

Nominations for division officers were made in the following order: Mr. J. W. Clendening, present chief consul, was nominated by W. W. Watts, and seconded by Mr. Johnson. Upon motion of Mr. Brigham nominations were closed. For vice consul, Mr. N. G. Crawford, of Louisville, was nominated by W. W. Watts, seconded by Mr. Johnson. Nominations closed. For secretary-treasurer, Owen Lawson, of Louisville, was nominated by Mr. B. Bowden. Nominations closed. For representatives, Thos. B. Dewhurst, of Lexington, was nominated by G. E. Johnson; L. H. Croninger, of Covington, was nominated by Mr. Nesbitt; Mr. J. W. Brigham, of Louisville, was nominated by Mr. Monahan; W. B. Pratt, of Louisville, was nominated by Mr. Johnson; W. E. Ledman, of Louisville, was nominated by W. W. Watts. Upon motion nominations were closed.

A resolution endorsing the efforts of the League to secure the National Meet of 1908, was presented by Mr. W. W. Watts and seconded by Mr. Brigham. The resolution provoked some discussion and adverse comment, and was withdrawn, but as afterwards presented again, amended, and upon motion of Mr. M. R. Bowden, seconded by Mr. G. E. Johnson, was adopted as follows:

"Whereas: The Omaha League Wheelmen of Nebraska, through their efforts have worked up popular sentiment among the members of the L. A. W., in favor of holding the National Meet of 1908 in Omaha, Neb.; and, whereas, from June to November, 1906, there will be held in said city, the Trans-Mississippi and International Exposition, for which long transportation rates will be made from all points in the United States;

"Whereas: Said city of Omaha is located midway between the east and west, north and south, and has four different trunk lines railway;

"Therefore, be it resolved, that it is at present the sense of the Kentucky Division, L. A. W., in meeting assembled, that, conditions remaining as they now are, the National Meet of 1908 should be held in Omaha, Neb."

Upon motion of Mr. J. W. Brigham, seconded by Owen Lawson, Cynthiaia, Ky., was selected as the place for the Annual Meeting of the division in 1907. No further business being presented the meeting adjourned.

OWEN LAWSON, Sec-Treas.

NEW YORK STATE DIVISION.

STOP THIEF—\$25.00 REWARD

will be paid for information leading to the detection and conviction of any person guilty of stealing a bicycle from any member of the NEW YORK STATE DIVISION. By order of the board of officers.

ISAAC E. POTTER, Chief Consul.
VANDERBILT BUILDING, New York, N. Y.

Stolen from Lynn, Mass., Thursday, Sept. 17, 1906, ladies' "Clipper" bicycle. The number of it is one of three: 18,214, 17,210 or 15,406; probably 18,214. This number can be found on the back of the frame directly under the seat, and on the chain which fastens the seat to the frame. The bicycle is of the standard position. Property of EDWARD A. JOHNSON, Secretary, N. Y.

NEW YORK STATE DIVISION.

ALBANY, N. Y., Sept. 8, 1906.

Sec-Treas. New York State Division, L. A. W. Sec-Treas. Reorganized, members of the third district of the New York State Division of the League of American Wheelmen, by virtue of the right vested in us by the constitution and by-laws of the League of American Wheelmen, hereby certify that William H. Phelps of Albany, N. Y., for representative from said third district to the State Board of officers of the New York State Division, and request that his name be printed on the ballot for the next election, in addition to the other candidates already nominated by the nominating committee of said third district.

Signed:
BERNARD SCHMIDT, JR.
EDWARD SANCERS.
A. L. HALLMAYLE.
E. W. WAGG.
W. E. FROST.
HENRY R. PIERSON.
SAMUEL PHIPPS.
EDWARD WEAVER.
ORRIS H. WILKINS.
GILBERT ELICH, JR.

Th. mention of the members of this division is

Douglas W. Roberts,
Milner Racing Board.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for Constitution and By-Laws.

Boston, Oct. 2, 1896.

Total, 570-68,422.

Over 132,000, COLORADO, 2-742.

Unattached.

682 Bacheiler, Jacob J., Telluride
3 Myers, John E., "

Over 132,000, CONNECTICUT, 1-1,277.

Unattached.

684 Rhoad, Frank, 1 Broad st., Bridgeport

Over 132,000, DISTRICT OF COLUMBIA, 1-1,221.

Unattached.

685 Stuart, Miss Claudie, 1515 31st st., Georgetown

Over 132,000, GEORGIA, 1-89.

Unattached.

686 Carter, G. N., box 126, Atlanta

Over 132,000, ILLINOIS, 20-3,123.

Englewood W.

687 Ramsdell, A. B., Rock Island Depot, Chicago

Unattached.

688 Weaver, C. R., Chandellville
9 Rockwell, Curtis E., Cebesane

689 Kosey, Henry B., 2505 Indiana ave.,
1 Thompson, J. C., 2415 Jefferson, "

2 Cummings, W., De Kalb
3 Collingwood, Albert, Greenview

4 Ellis, Frank I., Highland Park
5 Port, R. B., Leaven

6 Peyton, E. R., Pekin
7 Velde, F. W., "

8 Fitch, E. E., 306 Shipman st., Peoria
9 Graves, E. J., 1602 Main st., "

100 Hudson, C. F., 215 Missouri,
1 Moore, G. F., 403 Spring st., "

2 Smith, Henry W., 115 Glendale ave.,
3 Elam, J. Frank, Bushnell House, Quincy

4 Epler, Carl E.,
5 Hagerly, Chas. D., Streator

6 Zimmerman, Kate, Table Grove

Over 132,000, INDIANA, 11-652.

Cannellton C. C.

107 Keenan, L. C., Cannellton
8 Clark, Everett, "

9 Casper, Michael, "
110 Levy, W. F., "

1 Quick, Edward,
2 Shellenbarger, J. C., "

3 Tenney, R. E.,
4 Dole, Jas. J., box 272, Cambridge City

5 Craig, Edward, Michigan City
6 Patterson, Sam, "

7 Hagans, Miss Bertha, 226 North 5th st., Terre Haute

Over 132,000, IOWA, 1-1,384.

Unattached.

118 Beal, C. G., C. C. College, Des Moines

Over 132,000, KANSAS, 2-709.

Unattached.

119 Fleisch, Chas. J., 220 Quincy, Topeka

120 Nye, Jane, 623 Jackson st., "

Over 132,000, KENTUCKY, 2-1,245.

Unattached.

121 Bronger, Chas. F., Rnfers Hotel, Louisville
2 Young, David M., Amer. Nat. Bank, "

Over 132,000, LOUISIANA, 5-215.

Unattached.

123 Chisholm, Eugene, 308 Camp, New Orleans
4 Hoberal, H. B., 1362 Miro, "

5 Brown, Chas. W., Jr., 1434 Constance
at., "

6 Kaitz, Fred H., box 371, "
7 Levy, Henry, 334 Common st., "

Over 132,000, MAINE, 15-480.

Bethel C. C.

128 Allen, Fred M., Bethel
9 Bean, Maurice F., box 131, "

130 Barker, Edna A., "
1 Rowe, Herbert C., "
2 Wiley, A. G., "

York Co. W. "
3 Bowers, Walter T., Main st., Saco

Unattached.

4 Glenn, William, Houlton
5 Swett, Walter E., Kittery Depot

6 Webster, Geo. W., Norway
7 Stearns, Frank A., "
8 Dickson, Chas. H., 146 Congress st., Portland

9 Gurney, F. F., 9 Chestnut st., "
140 Weferling, J. H. A., 508 Congress st., Sanford

1 Ricker, Ernest A., "
2 Mospan, Fred, So. Portland

Over 132,000, MARYLAND, 10-1,169.

Montblime C. C.

143 Lerates, Wm. D., 2218 Orleans st., Baltimore
4 Swartz, Henry, 1032 No. Wolf, "

5 Eddel, Harry I., 1223 Harford ave., "
Unattached.

6 Cairns, James, 103 W. German st., "
7 Edell, Jno. W., 1227 Harford ave., "

8 Hughes, W. M., 919 No. Arlington ave., "
9 Kreiner, Joseph A., 1824 W. Franklin st., "

150 Nicholson, Rev. Dr. James C., 1702
Harlem ave., "

1 Silwa, A. H., 12 No. Frederick st., "
2 Lehmann, Julius, 1309 Madison ave., "

Over 132,000, MASSACHUSETTS, 42-9,363.

Roxbury B. C.

153 Harvey, Perley E., 15 Dock sq., Boston
Natick C. C.

4 Clink, Richard A., 63 Wash. ave., Natick
Tremont C. C.

5 Irwin, Geo. C., 1824 M st., South Boston
Unattached.

6 Aldrich, C. R., Andover
7 Washburn, Jas. A., box 202, Avon

8 Baker, Chas. F., 29 Galatborough st., Boston
9 Brewster, Wm. H., 19 Exchange pl., "

100 Hendry, Geo. H., 143 Federal st., "
1 Maclosky, Jan. S., 101 F. H. Market, "

2 Mims, Henry, 185 Summer st., "
3 Cotter, A. C. (P. O. London News, London, Ontario, Can.), "

4 Cotter, T. H. (P. O. London News, London, Ontario, Can.), "
5 Snow, Fred R., 65 Kilby st., Concord

6 Keyes, John M., "
7 Copley, A. H., Hancock & Columbia, Dorchester

8 Stecher, Will F., 17 Allston st., "
9 Black, Albert B., East Lexington

10 Terry, P. D., 118 Norwood st., Everett
11 Terry, Mrs. E. C., 118 Norwood st., "

2 Charled, Henry, 156 So. Main, Fall River
3 Gette, Henry, 156 So. Main, Holyoke

4 Hall, Fred, 441 Elm st., "
5 Bellows, Lewis E., 231 Cabot st., "

6 Stanley, Arthur, 60 Oak st., Hyde Park
7 Bernard, A. E. E., 17 Willow, Lowell

8 Knowlton, Willie T., 69 Cedar, Malden
9 Temperley, Charles, 12 Magoun ave., Melrose

180 Lane, A. C., 285 Wash. st., Newton
1 Hewes, W. K., Elm & Wash. ave., No. Attleboro

2 Lamprey, Mary L., Main st., No. Eaton
3 Alden, John W., 78 Ruggles st., Roxbury

4 Newton, Harry A., 78 Ruggles st., "
5 Hubbard, Orrin C., 97 Highland ave., Somerville

6 Rich, Mrs. Isaac, 36 Walnut st., "
7 Rich, Isaac, 36 Walnut st., "

8 Rowan, Buchanan S., 45 Vinal ave., "
9 Rollins, Wm. H., box 128, Salem
100 Marden, L. W., 17 Gardner st., "

1 Bory, H. W., 43 Mason, "
2 Sprague, M. F. P., 35 Badlam st., "
3 Warburton, Thos. H., 115 W. Third, "

No. Boston
4 Goddard, James B., Wellesley Hills

Over 132,000, MICHIGAN, 11-923.

Detroit W.

185 Allen, R. F., 144 21st st., Detroit
6 Chappell, C. A., 113 23d st., "

7 Grabowsky, Morris, 85 Lincoln, "
8 Taylor, Thornton A., 32 Charles st., "

Unattached.

9 Packer, James A., M. D., Brooklyn
200 Mescham, C. H., Ewa-na-hoe

1 Nelson, Gust, Ford River
2 Cone, P. S., 80 Bagley ave., Detroit

3 Rice, Lin W., 2225 5th & Main, Grand Rapids
4 Myers, Marsh C., 75 Monroe, "
5 Haveland, Mrs. Hattie O., Jefferson

Over 132,000, MINNESOTA, 3-431.

Unattached.

206 Edgar, W. C., 216 Clifton ave., Minneapolis
7 Long, E. O., 11 East 17th st., "

8 Mailer, John, 411 N. Y. Life Ins. b'd'g., St. Paul

Over 132,000, MISSOURI, 13-2,128.

K. C. Cyclists.

200 Bachman, E. H., 2825 Campbell st., Kansas City
Tower C. C.

210 Yacker, Y. O., 3720 Garfield ave., St. Louis
Crawford B. C.

1 Handy, L. A., 428 Cook ave., "
2 Mayotte, Frank, Mercantile Club, "

Unattached.

3 James, Thos. F., Dun & Co., Kansas City
4 Bishop, H. M., 5582 Vernon ave., St. Louis

5 Durecy, Thos. J., Mercantile Club, "
6 Holloway, E. A., 3041 Morgan st., "

7 Levy, Benedict, Post Office, "
8 Laddock, Gains F., 2635 Wash. ave., "

9 Porteous, W. M., 18 No. 3d st., "
220 Richmann, Geo. W., City Hall, "

1 Sharpnack, N. L., Republic, "

Over 132,000, NEBRASKA, 8-377.

Unattached.

222 Beede, Herbert H., box 363, Fremont
3 Brown, J., "

4 Hartwell, Harmon, Main st., "
5 Kirkpatrick, C. C., 6th & Main, "

6 Nebraska, O. D., 808 East 10th st., "
7 Publ. Office, 1482 6th st., "

8 Hartick, T. F., 106 East 13th st., "
9 Ruth, L. B., "

Over 132,000, NEW JERSEY, 52-4,429.

Hackensack Wheelmen.

220 Vanderbeck, Chas. W., Main st., Hackensack
Sun Bright W.

1 Deach, Charles, Sea Bright, Sea Bright
2 Egan, Rev. E. J., "

3 Fargy, Wolcott, "
4 Marley, F., "

Unattached.

5 Leigh, Philip V., 1616 Atlantic ave., Atlantic City
6 Wescott, W. C., N. J. & Pacific, "

7 Palmer, Alice H., box 38, Bay Head
8 Cole, Bert M., (P. O. 55 Broadway, New York City, N. Y.), Bayonne

9 Cubberley, Henry V. R., 79 West 24th st., "
240 Garrison, J. V., 45 West 37th st., "

1 Moorehouse, H. Beach, 49th & Boule-
vard, "

2 Parkhill, W. H., 42 East 39th st., "
3 Townsend, Fred G., 620 Ave. B., "

4 Fitch, Gilbert M., box 276, Beverly
5 Potter, James, Bordentown

6 Hankins, Louis G., 575 Berkeley, Camden
7 Myers, Harry, 505 Beaumont, "

8 Allerton, Clayton C., 218 Broadway, "
9 Keating, Geo., Washington st., Cape May City

250 Keys, Chas. N., Brighton ave., E. Orange
1 Donnelly, Clarence W., 709 Jefferson

2 Hodgins, Wm. H., Jr., box 192, Glen Ridge
3 Bach, Gustave, 541 Blumfield, Hoboken

4 Kullick, Dr. T., 408 Hudson, "
5 Weber, Herman, Hopatcong

- 6 Dykes, Wm. J., 74 Midland at., Montclair
 7 Shepard, E. A., Mountain ave., "
 8 Dwyer, Henry B., 35 Fringshuyzen
 Newark
 9 Seiler, Mrs. F. E., 288 Pine at., "
 20 Winkler, Robert E., 100 East 18th, "
 1 White, Cornelius C., 123 Gregory ave., "
 Passaic
 2 Bentley, Samuel, 162 10th ave., Paterson
 3 Burrows, Joseph M., 750 East 18th, "
 4 Bentley, Thomas W., 203 Park ave., "
 5 Galloway, Rev. B. O., 51 Prince, "
 Waldo, Robert H., P. O. 21 Corland, "
 6 N. Y. City, N. Y., "
 7 Waldo, Mrs. Robert B., 326 East 6th "
 Point Pleasant
 8 Todd, Eugene S., "
 9 Duggan, Rev. D. J., box 13, Salem
 20 Turnace, Norman F., Teaneck
 1 Klag, Charles W., 218 Kosuth at., Trenton
 2 Fossall, Walter D., box 414, "
 3 Groth, E., 2 Bergenville ave., Union
 4 Mohr, George, 518 Liberty, "
 5 Behr, Ernest, Bergenville ave., Union Hill
 6 Kamber, Meyer, 162 Bergenville ave., "
 7 Roth, Edward, Union pl., "
 8 Wallace, Annie, 121 Union at., "
 9 Young, Jos. C. L., Union pl., "
 20 Quin, Lillian, 542 Pallade ave., "
 Weehawken Heights
 1 Broeder, Wm., 612 Hudson Boulevard, W. Hoboken
 Over 132,000, NEW MEXICO, 9-27.
 Unattached.
 20 Fisher, W. R., "
 1 Keeley, D. T., "
 2 Fisher, Jas., "
 3 Long, W. H., "
 4 Murrill, Julius, "
 5 Sullivan, John, W., "
 6 Tait, H. C., "
 7 Williams, Mrs. W. W., box 17, Golden
 20 Clemens, R., Madrid
 Over 132,000, NEW YORK, 235-
 18,442.
 Albany B. C.
 20 Brooks, James H., 92 State, Albany
 1 Nelson, Charles, 202 Livingston ave., "
 2 Taylor, John R., 133 Broadway, "
 3 Bar, "
 4 Hough, Arthur G., 432 E. Main at., Batavia
 Cortelroy B. C.
 5 Dwyer, John F., 485 Ave. D, Brooklyn
 Dwyer, Henry W., Ocean ave. & Ave. D, "
 6 Schmidt, A. W., 335 Newark ave., "
 Calves C. C.
 5 Attwood, Joseph G., 410 Henry at., Brooklyn
 Neelton C. C.
 9 Sanchez, Frank S., 244 McDonough at., "
 Logan Wheelmen.
 20 Pisan, J., Alfred, 201A Sixth ave., "
 1 Miller, G. F., 219 10th at., "
 Coboes W.
 2 Kennedy, Jas., 63 Saratoga at., Coboes
 3 Mowers, George H., Jr., 79 James st., "
 Green Island
 4 Press C. C., "
 5 Deniston, William O., 36 Hudson st., Buffalo
 Mecca W.
 5 Keister, Geo., 140 West 34th at., New York
 Riverside Wheelmen.
 6 Berthel, A. L., 146 West 16th st., "
 New York
 7 Denhard, C. E., 474 Columbus ave., "
 8 Mayer, F. W., 130 Fifth ave., "
 9 Wiershausen, H., 60 Greenwich ave., "
 Harlem W.
 20 Conzager, J. C. E., 706 E. 174 at., "
 1 Wilshire, Harry, 120 Fulton at., "
 Century W.
 2 Ottes, Henry H., 501 W. 40th at., "
 3 Whitehead, Robert, 421 Broadway, "
 Elkhorn B. C.
 4 Dickson, E. N., 64 E. 34th at., "
 Poughkeepsie B. C.
 5 Reynolds, James, Poughkeepsie
 6 Monchauer, Chas., "
 Richmond C. C., "
 Prince Bay
 7 Huns, S. J., "
 Lake View W.
 8 Ham, Geo. W., 45 Thompson at., Rochester
 9 Graham, John A., 567 No. St. Paul at., "
 Unattached.
 20 King, John H., "
 1 Amey, Freeman S., 612 Central ave., Albany
 2 Dodge, John P., 264 Hamilton at., "
 3 Kellogg, Fannie W., 56 North Allen, "
 4 Kellogg, William, 14 Allen at., North, "
 5 Ten Brock, Rubin V., D., 1201 B'way, "
 6 Thomas, W. M., Att'n'y Gen's office, "
 7 Valentine, Clarence, 80 Chestnut, "
 8 Venter, Jacob, 35 South Allen, "
 9 Healy, John H., 74 Conklin at., "
 Binghamton
 330 Walcott, Will C., 139 Oak st., "
 1 Broghman, A. L., 168 Montague at., Brooklyn
 2 Bridges, S. W., Jr., 199 Clinton at., "
 3 Hirschberg, Harry Pearson, 155 Cleve-
 land at., "
 4 Dressler, Geo., 150 Washington ave., "
 5 Leonaer, Stephen N., 34 & 36 Almsley
 at., "
 6 Owens, B. V. W., 477 McDonough at., "
 7 Schmittlein, F. W., 375 Quincy at., "
 8 Smith, Sinclair, 602 5th at., "
 9 Winkler, E. A., 369 York at., "
 340 Leffebly, Walter, 343 Broadway, "
 1 Taft, Theo. M., 184 St. James pl., "
 2 Todd, T. S., 291 Jefferson ave., "
 3 Wenzel, Henry Jr., 227 S. 4th at., "
 4 Houghsall, Thomas, 36 55th at., "
 5 Jarman, Geo. W. L., 421 Ninth at., "
 6 Deicher, George F., 68 Jackson, "
 7 Brown, Mrs. W. H., 399 5th, "
 8 Burr, John W., 39 Franklin, "
 9 Curwin, Victor W., 65 Elton, "
 350 Curlette, E. L., 467 Freenew ave., "
 1 Corwin, A. G., 45 Elton at., "
 2 Driscoll, Theo. F., 1390 Broadway, "
 3 Levenson, L. J., 83 Morton, "
 4 Dinegar, H. H., 962 Lafayette ave., "
 5 Kayne, Fred N., 58 South 9th, "
 6 Twelling, L. H., 420 Hamden ave., "
 7 Harper, Chas. F., 1241 Dean, "
 8 Halstead, F. C., 207 W. 8th ave., "
 9 Holbrook, Herbert L., 88th & 2d ave., "
 360 Koerner, Fred, Woodlawn & Broadway, "
 1 McDonald, May R., 1377 Myrtle ave., "
 2 Prior, Albert, 262 Hives, "
 3 Pierpont, W. A., 1 Pierpont pl., "
 4 Palmer, Chas. E., 553 Jefferson ave., "
 5 Schenfeld, John G., 100 4th ave., "
 6 Steiner, Louis, 490 Monroe, "
 7 Sullivan, David A., 91A Sumner, "
 8 Townsend, Arthur H., 21 Union, "
 9 Wepfer, Charles O. M., D., 329 Jerfe-
 son ave., "
 370 Waldron, Mrs. George W., 88 Cornelia, "
 1 Collins, E. H., Hotel Rogers, Buffalo
 2 Keyes, H. M. D., 81 Plymouth ave., "
 3 Peave, Louis H., 361 Main at., "
 4 Schutrum, Geo., 97 Peckham, "
 5 Patterson, Geo., 23 E. Balcom, "
 6 Burrow, John P., "
 7 Peasey, Frank L., "
 8 Jenkins, John C., "
 9 Dickinson, Chas. S., 206 College ave., "
 Elmira
 350 Jennings, Rev. Isaac, 323 William st., "
 1 Atwood, A. W., box 384, Fredonia
 2 Benjamin, Howard, East Moriches
 3 Miller, Jacob, "
 4 Smith, V. R., Far Rockaway
 5 Smith, S. W., "
 6 Preston, Fred C., Greenport
 7 Humphrey, O. L., Homestead Falls
 8 Attwood, Miss Mae K., Huntington
 9 Brewer, Walter S., 6 S. Geneva, Ithaca
 360 Melin, E. W., 110 East Second st., Jamestown
 1 Halsey, E. N., 74 Franklin at., "
 2 Vint, James, 52 Orchard at., Long Island City
 3 Evans, Rev. David J., 14 Houston, "
 4 Terhune, Oscar, 16 Hanford at., Middletown
 5 Terhune, Geo. H., 351 W. 121st at., "
 New York
 6 Russell, Annie Stuart, Presbyterian
 7 Hoth, at., "
 8 Butler, Oscar, 641 Madison ave., "
 9 Birknell, Geo. A., box 744, "
 1 Butler, Edward K., 10 W. 125th at., "
 360 Conzager, Jas. L., 43 W. 95th at., "
 1 Dwyer, Robert, foot of E. 57th at., "
 2 Dwyer, Dr. Jas. W., St. Francis
 Hospital, "
 3 Dwyer, Edward J., Decat bld'g, "
 4 Duddahausen, E., 1525 Madison ave., "
 5 Dickinson, A. H., 208 8th ave., "
 6 Elsworth, Edward, 32 E. 63d at., "
 7 Elsworth, G., 216 E. 21st at., "
 8 Gomer, Edward V., 244 E. 40th at., "
 9 Hoffman, Edward L., box 872, "
 410 Jantzen, Max G., 267 W. 79th at., "
 1 King, H. Y. G., 98 W. 86th at., "
 2 Kauter, A. J., 744 Broadway, "
 3 Kitching, Geo., 334 W. 71st at., "
 4 Lippmann, Wm. J., 200 W. 79th at., "
 5 Lippmann, Geo., 271 Broadway, "
 6 Marlin, Wm. O., 31 W. 16th at., "
 7 Palmer, Julia, 41 W. 38th at., "
 8 Rosen, Frederick C., 35 Centre st., "
 9 Smith, Albert, foot of E. 57th at., "
 420 Rosenfeld, Louis, 118 W. 58th at., "
 1 Selter, Chas., foot of E. 57th at., "
 2 Smith, Alfred, box 50, "
 3 Turner, Malcolm C., 724 E. 138th at., "
 4 Webster, Jacob W., 28 Ave. A., "
 5 Wighman, R. E., 142 E. 40th at., "
 6 Bacon, D. Wilcox, 5 W. 82d at., "
 8 Robinson, Gilbert J., Daly's Theatre, "
 Broadway & 8th st., "
 9 Robohn, Peter, 581 Columbia ave., "
 9 Auskult, Herman, 111 31st ave., "
 430 Anseorge, H. F., 61 W. 134th at., "
 9 Holtsman, J. W., 507 153rd at., "
 2 Brettell, Geo. W., 222 E. 123rd at., "
 3 Hartman, Claude, 45 W. 29th at., "
 4 Botwick, Henry A., 751 5th ave., "
 5 Beckman, H. A., 102 W. 17th at., "
 6 Beauchamp, C. W., 587 5th ave., "
 7 Behan, C. J., 1990 Lac Fomaine ave., "
 8 Brettell, Chas. 111, "
 9 Bernice, Chas. W., 555 Columbia ave., "
 440 Byrne, E. V., 29 W. 38th st., "
 1 Balta, Edward G., 471 Broadway, "
 2 Fox, Joseph, box 142, 40th & 41st, "
 3 Chapman, Wm. F., 109 W. 84th at., "
 4 Carver, Wallace E., 137 W. 134th at., "
 5 Ganda, Chas. A., 48 W. 50th at., "
 6 Crawford, Mrs. F. W., 534 & Broad-
 way, "
 7 Dolan, Jas. F. Jr., 58 E. 131st st., "
 8 Deutsch, B. M., 140 W. 44th st., "
 9 Klewinski, Randolph M., 5 W. 82d at., "
 450 Eckstein, Irving B., 213 W. 136th at., "
 1 Eckstein, Sydney, 213 W. 136th at., "
 2 Elkan, M. M., 853 Broadway, "
 3 Eldridge, Wm. S., 346 Broadway, "
 4 Eldridge, John R., 35 Barclay, "
 5 Green, Mrs. Adelaide, 501 5th ave., "
 6 Glibbons, Ernest, 151 5th ave., "
 7 Greenfield, Dr. Wm. J., 151 W. 82d at., "
 8 Hill, Miss Lizzie T., 140 W. 84th at., "
 9 Holmes, Chas. W., 452 Amsterdam ave., "
 460 Hoff, Frederick, 130 E. 14th at., "
 1 Hoepfner, W. R., 81 W. 127th st., "
 2 Halner, V. H., 210 Elizabeth st., "
 3 Ischel, Adolf, 1900 Lexington ave., "
 4 Junker, Herman, 14 E. 29th at., "
 5 Ketcham, Geo. B., 235 E. 115 st., "
 6 Lowry, E. J., 361 W. 125th at., "
 7 Lewy, Wm. G., 713 Washington st., "
 8 Melnicko, G., 3400 176th at., "
 9 Merker, Wm. G., Refuge Sta. L., "
 470 Marston, Sander, 39 E. 12th st., "
 1 McIntosh, Thomas, 8 Charleston st., "
 2 Mclelland, William, 170 Lexington ave., "
 3 Melvin, T. W., 253 Broadway, "
 4 Monahan, John W., 24 W. 104th at., "
 5 McGuire, Samuel, 151 W. 29th at., "
 6 Nicoll, Geo. A., 26 W. 60th at., "
 7 Newman, Oscar, 75 Nassau st., "
 8 Newman, E. L., 101 W. 90th st., "
 9 Nyer, Chas. Whiting, 25 60th st., "
 480 Harrington, M., 138th at. & 3d ave., "
 1 Profano, Luigi, 16 McLaughlin at., "
 2 Pullman, John W., 102 E. 10th st., "
 3 Peabody, Frank, 441 W. 51st st., "
 4 Riddler, Henry, 35 Bank st., "
 5 Reinhard, Chas. J., 560 E. 139th at., "
 6 Krawling, Frank, 377 E. 160th at., "
 7 Radley, John J., 1125 Madison ave., "
 8 Reid, Arthur, 534 & Broadway, "
 9 Sherry, Amory T., 4 Leonard at., "
 490 Sherry, Daniel, Hall pl. cor 160th at., "
 1 Shabennuch, Otto Z., cr. J. Meyer, 73
 Leonard st., "
 2 Reinhardt, Henry, 158 E. 62d st., "
 3 Slemens, Henry, 573 3rd at., "
 4 Savage, Geo., 553 Columbus ave., "
 5 Teanmeane, Robert J., 1491 Lexington
 ave., "
 6 Vaster, Miss Marie L., 503 W. 51st at., "
 7 Walton, J. D., 277 W. 84th st., "
 8 Walker, Robert C., 350 W. 46th at., "
 9 Wiesel, Wm. McAlpine, 30 W. 139th
 at., "
 500 Wayne, Chas. D., 900 Bright H., Jersey
 City, N. J., "
 1 Barton, David, Western Hotel, Niagara Falls
 2 Muhrens, John, box 162, "
 3 Smith, Geo., 35 Hyde at., "
 4 Smith, Geo., 82 Washington ave., "
 5 Holland, John E., 178 St. 12th at., "
 6 Hall, Chas. B., 96 River at., "
 7 Harrison, Mary A., Thomas 7th st., "
 8 Le Lamater, Fred R., 50 Market st., "
 9 Marshall, J. H., 333 Main, Poughkeepsie
 510 Smith, Grant E., 100 Thierline st., "
 1 Barber, G. P., 100 Pearl st., Rochester
 2 Berger, Chas. A., 45 Thompson, "
 3 Grant, Dr. R. C., 270 South ave., "
 4 Guttridge, Wm. J., "
 5 King, Frank, 5 Lexington Park, "
 6 Orphy, John W., 45 Thompson at., "
 7 Verhoeven, Thos. Henry st., "
 8 French, G. J., 223 Averill ave., "
 9 Bergin, Robert, Pier ave. cor. Boule-
 vard, Rockaway Beach
 520 Hutton, George, "
 1 Laro, David N., 77 St. Mary's ave., "
 2 Ely, Mrs. Henry B., Rockdale Park, "
 3 Oth, E. L., 102 2d at., "
 4 Jones, Park N., box 415, Trumansburg
 5 Reuter, Nicholas L., box 1432, Wellsville
 6 Reuter, Nicholas L., box 1432, Wellsville

Over 132,000, NORTH CALIFORNIA, 8-1,574.

S. F. R. C.
525 Gilbert, W. L. H., Holbrook, Mer-
ced and N. Stetson, San Francisco
Unattached.

7 Harvey, Charles F., 2296 San Jose ave.,
Alameda

8 Goodman, Harvey P., Napa
9 Levinson, Charles, box 98, "
536 Lockbourne, Valentine, "
1 Schupert, Jos., "
2 Kehrlein, Emil, 71 Nevada block,
San Francisco

3 Parkhurst, John W., Bank of California, "
Unattached.

Over 132,000, NORTH CAROLINA, 1-52.

554 Holmes, J. A., Chapel Hill
Unattached.

Over 132,000, OHIO, 3-2,247.

553 Gilbert, A. E., box 9, sta. B, Cleveland
6 Wiseman, Wm. T., Lancaster
7 Denning, Elton L., Rootstown

Over 132,000, OREGON, 2-289.

Unattached.
558 Cox, F. A., Grant's Pass
9 Williams, C. A., "

Over 132,000, PENNSYLVANIA, 107-10,157.

Harrisburg W. C.
540 Hemery, Chas. E., 107 N. 2d st., Harrisburg
Century B. C.

1 White, Howard W., Seppin & Pepper
Philadelphia
2 Vane, Augustus S., N. W. cor. 12th &
Walnut sts., "

Belmont B. C.
3 Swain, W. Moseley, 3925 Chestnut st., "
Centaur B. C.

4 Edwards, Richard S., rm 5, Phila., "
Post Office, "
5 Wilson, John L., 2215 81, James pl., "
6 Schuyfildt, Harry C., "

7 Johnson, T. C., 1905 Chestnut, "
Orl W.
8 Guthrie, C. Henry, 2445 N. 11th st., "
Castle W.

9 Selvan, Chas. M., 1103 Gulley st., "
10 Wallen, Andrew J., 1816 Tasker, st., "
Hemovo Ramblers.

550 Fisher, Omar, Renora
Unattached.

1 Chambers, J. A., 270 Ridge ave., Allegheny
2 Isorch, Frank M., 313 Federal st., "
3 Nuttall, Dan E., 183 North ave., "

4 Strouma, Joe, A., 223 Arch st., "
5 Lennie, Rufus K., Andalusia
6 Campbell, Joseph J., Bristol

7 Harned, B. Fremont, box 83, "
8 Hathaway, Jno. M., 211 Northampton "
9 Troth, Clement R., 4315 Franklin st., "
Frankford

550 Fortescue, Horace, 4830 Pulaski ave., "
Germanstown

1 Jones, Millin W., 173 Maplewood ave., "
2 Hinkel, J. E., 28 Linden st., Harrisburg

3 Dodge, H. C., 19 N. 3d st., "
4 Earl, J. H., box 98, "
5 McCormick, Henry, Jr., 101 N. Front st., "

6 Ambler, Louis B., box 75, Jenkintown
7 Eisenhart, Clara, Kulpsville
8 Cobb, Eugene P., cr. Lancaster Nat. Bank, Lancaster

9 Landis, D. B., 38 E. Chestnut, "
570 Jay, John W., New Milford

1 Lysinger, J. Walton, Norristown
2 Larkin, Chas. F., Northbrook
3 Barker, Henry W., 1240 Christian st., Philadelphia

4 Boyd, Herbert Hart, 2223 Spruce st., "
5 Post, Francis, 1310 Harmony, "
6 Cherry, Dr. P. V., 1802 Green st., "

7 Hillisley, Theo. M., 4th & Cambria sts., "
8 Dunton, W. B., 1912 Wallace st., "
9 Lower, Reinhard, 1030 Hacc st., "

580 Milnes, Arthur S., 4th and Cambria sts., "
1 Nichols, Angie, 456 Franklin, "
2 Pennock, J. E., 205 Walnut st., "

3 Sheppard, Wm. B., 1008 Chestnut st., "
4 Taylor, Chas. T., 3334 Wayne ave., "
5 Whitwell, John H., 2324 N. 13th st., "

6 Armstrong, W. B., 9th & Parrish sts., "
7 Brien, John J., 1447 Indiana ave., "
8 Harnfield, Miss Maud, 1820 Lombard st., "

9 Curry, W. H., 2246 N. 10th st., "
590 Cary, Geo. H., 1014 Park ave., "
1 Daub, Wm. S., 876 N. 20th st., "

2 Iyer, Wm. H., 3011 Berks st., "
3 Fullerton, Ralph, 1642 Vienna st., "
4 Gallagher, John, 3135 Fontaine st., "

5 Gierker, Richard H., 8805 Main st., "
6 Hingerman, Albert, 1240 Huntington st., "
7 Gault, Miss Christiana P., 1238 17th st., "

8 Hunt, Emily G., M. D., 1732 Girard ave., "
9 Janney, Howard S., 123 N. 20th st., "
600 Janey, Nelson W., 123 N. 20th st., "

1 Katsner, W. S., 1027 Mt. Vernon st., "
2 Steen, Elizabeth M., 2351 N. 18th st., "
3 Levy, J. L., 10th st., above Norris, "

4 Lindsay, John, M. D., 310 S. 15th st., "
5 Lagomacino, Peter, 136 N. 7th st., "
6 Long, John N. G., 1940 Diamond st., "

7 Lindie, Robert E., 2905 N. 32d st., "
8 Melvin, Wm. F., 4855 Chestnut st., "
9 Myers, Frederick A., 2005 Tigua st., "

610 McArthur, Wm., 218 Belgrade st., "
1 Mault, J. C., 7029 Greenway ave., "
2 Ostrander, Edwin L., 2233 Columbia ave., "

3 Phillips, Geo. P., Jr., 3612 Hamilton st., "
4 Phillips, H. W., 2464 Paleyhorpe st., "
5 Rollmann, Frederick C., 619 Franklin st., "

6 Rygal, Thomas McK., 401 Arch st., "
7 Rhoads, Lillie P., 3748 Powelton ave., "
8 Smith, W. Earl, 2113 Lambert st., "

9 Strickel, Harry O., 2018 Hancock st., "
620 Simpson, Louis, 1847 N. 9th st., "
1 Sykes, Walter, 924 Dudley st., "

2 Wood, David B., 116 N. 32d st., "
3 White, Chas. J., 835 N. 30th st., "
4 Wilson, W. H., 1014 N. 2d st., "

5 Yagle, Theo. F., 1852 Johnson st., "
6 Yates, Chas., 4111 Baltimore ave., "
7 Yates, Mrs. Christine, 4111 Baltimore "

8 Bunker, Harry, 816 Market st., "
9 Lowenburg, Morris, 3336 N. 10th st., "

630 McNichol, A. Drew, 1542 Frankford ave., "
1 Soper, Max, 1832 Elizabeth st., "
2 Arthur, Hiddle, 3110 Centre ave., Pittsburg

3 Dilworth, F. A., 5127 5th ave., "
4 Eyer, Jno. A., Ridge & Harding, "
5 Lidgden, John O., 126 Frankfort ave., "

6 Thompson, Clara J. M., S. Negley ave. & Walnut st., "
7 Nicoll, Donald, Jr., Hill School, Pottstown
8 Kline, Edwin S., Sellersburg

9 Lacey, Chas. E., Scarlets Mills
640 Gallagher, Aug. J. P., St. Davids
1 Boyer, Jno. A., box 348, State College

2 Hall, Harry M., West Chester
3 Boyer, Harry A., West Chester
4 Schenburger, G. E., 110 S. Pine, York

5 Kline, B. H., box 72, Youngville
6 Long, Arthur, 817 Holland ave., Wilkinsburg

Over 132,000, RHODE ISLAND, 6-1,005.

W. C. C.
647 Main, C. A., 98 West Broad st., Westerly
Unattached.

8 Blanding, Richard W., Barrington Centre
9 Wiley, Alvin J., 154 Beacon ave., Providence

650 Shumway, Ralph S., 654 No. Main st., "
1 Zarie, Courtland C., 44 Atwood st., "

2 Steers, Herbert A., box 908, "
Unattached.

653 Hingworth, C. G., San Antonio st., Ontario

Over 132,000, SOUTH CALIFORNIA, 1-433.

Unattached.
653 Hingworth, C. G., San Antonio st., Ontario

Over 132,000, TEXAS, 4-396.

Chesnee C. C.
654 Butler, J. S., Cleburne

5 Dodge, W. G., "
6 Lanford, W. C., "
7 Thacker, E. R., Yukon

Over 132,000, VERMONT, 2-111.

Unattached.
655 Hingworth, C. G., San Antonio st., Ontario

9 Slack, Waldo H., 67 Pine st., Rutland

Over 132,000, WEST VIRGINIA, 1-187.

Unattached.
659 Roughner, Wm. H., 1008 Main, Wheeling

NEW LEAGUE CLUBS.

744 Fremont Wheel Club, Fremont, Neb
745 North Hudson County Cyclers Division
of the L. A. W., Union, N. Y.

The Leading Six.

QUERIES AND ANSWERS

J. T. H., New York:—We believe that for a minimum charge for taking bicycles on baggage cars, ten cents is as high as any railroad should go. The self-interest of the railroad company ought to prompt a schedule of prices that could not be called high. The trouble between the railroads and the wheelmen has grown out of excessive rates and, as in the case of New York, a refusal to consider the claims of the wheelmen at all.

2. We think six miles an hour is too slow to limit riders by ordinance.

W. W., DES MOINES:—Ask the local and chief consuls of your State and others you pass through, for books, maps, and information. Your questions would indicate you are not a League member. If you are not, organized wheelmen are under no obligation to favor you. Your time to New Orleans will depend on the character of the roads and amount of muscle applied.

No. 769, BUFFALO, N. Y.:—The Canadian custom house officials made to the L. A. W. the concession of letting our wheels go into that country without paying duty. The plan of retaining the League ticket was adopted by them as being the most efficient, and we think that, under the circumstances, it is wise for us to accept it graciously.

L. J. AND OTHERS:—A kilometer is a trifle less than two thirds of a mile—it is 3,280 feet, 8 inches and a fraction. Two-thirds of a mile is 3,280 feet. We believe this is so for a score of readers have so written us.

W. R. C., Newark, N. J.:—Hotel lists and other information concerning a given State, may be obtained by addressing the State officers.

"STOCK SPECULATOR," New York:—We do not knowingly advertise any kind of gambling. We have repeatedly declined "bucket shop" ads.

STATE ROADS.

E. J. B.:—The only remedy for your trouble is a State road law, which takes money from the State treasury and uses it building roads in those parts of the State where the local inhabitants could not stand the entire cost.

THE game of life will be ended when Gabriel plays his trumpet.

RELIGION never was designed to make our pleasures less. — *Rev. C. H. Spurgeon.*

NEW HAMPSHIRE HIGHWAYS.

EDITOR L. A. W. BULLETIN:

If asked to name the two chief cities in New Hampshire, quite likely you would say Manchester and Concord, or you might reverse the order and say Concord and Manchester (this would depend no doubt on where your friends live); one, the Capital City, with its fine old streets, lined with stately shade trees, well-kept grounds, and aristocratic appearing residences; the other, a hustling manufacturing centre, justly proud of its wonderful growth of fifty years, and still flushed with the glory of its recent celebration.

You would suppose, naturally, that these two cities, but eighteen miles distant from each other, would be connected by a decent thoroughfare. Well, there are two alleged thoroughfares, and the stable-keeper said which ever way we went we would regret the choice made, but he preferred the west-side road. We went the west-side road, and the accompanying



photograph shows a specimen of its appearance. There are miles of it, nearly or quite as bad as shown, and while the wheelman can and does avoid this road, the poor patient horse must plod, and pull, and tug along this sandy way.

While highways like this are found connecting principal cities, there is certainly work for "Good Roads" along the lines pointed out in your valuable publication.

There are two roads from M. to C.,
They are both as bad as roads can B.;
The sand is deep,
The hills are steep,
And wheelmen swear with a great big D.

If driving a team you haw and G.,
Or break commandment number 3,
'Tis all because,
New Hampshire laws

Don't mention good roads from A to Z.

WAKEFIELD MASS., Sept. 25, 1896 29,092.

If a young woman is bound to ride to the devil, she can probably make as good time on a chair with casters as on a bicycle. — *Mexican Herald.*

"MADE BY THE HARTFORD RUBBER WORKS CO."



What tire offers you better? is a Good Guarantee

THESE BRANCH HOUSES:

100 Chambers St., New York 136 Lake St., Chicago
910 Filbert St. Philadelphia 8 Queen St., E. Toronto, Ont.
281 First Ave., South, Minneapolis, Minn.

THESE DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1759 St. Charles Ave., New Orleans

With more coming, are placed there to save riders time and trouble; incidentally the manufacturer, also.

To learn about our tires, ask any rider of them. He will tell you

"IF IT'S A HARTFORD TIRE, IT'S RIGHT."

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

SOLDER ... ACID ... RUST



TOOLS DON'T RUST

Nor does the work which is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint	.60

Testimonials from many large concerns if you ask for them. Sample by mail, 10 cents.



ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.



IN SUCH AN AWFUL SO-CALLED ROAD,
AN EMPTY CART'S A GREAT, BIG LOAD.

More Trouble for Mary.

BY R. W. J.

Mary had a *little* calf, —

It worried Mary so, —

For every where that Mary wheeled
Her calf was sure to *show*.

THERE are so many bananas in Cuba it makes it easy for the armies to slip up on each other.

THE man who talks in his sleep can tell his dreams before he gets to the breakfast table.

It makes a difference whether you tell a man he has a bright mind or a light head.

If there were not so many geese in the world, politicians could not feather their nests so easily.

WHEN a woman is sweet as sugar it takes sand to deny her anything.

A NOVELIST who would have his books enjoy a run should write them with a fountain pen.

THE LAW BULLETIN AND GOOD ROADS

Vol. XXIV.

Boston, October 9, 1896.

No. 15.



A Pity 'Tis.

() here's a dear old rural scene,
But isn't it a pity
The road in front is rough and mean,
Instead of smooth and hard and clean
And altogether pretty!

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter

Price, 5 cents.

PAID CIRCULATION. 67,464.

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Fall Bicycle Suits for Men...



—beautiful styles in excellent cloths have just been placed on sale at three prices that cannot be equalled elsewhere, viz.:

\$3.75, \$5.00 and \$6.50

The suits are sewed throughout with silk and are perfect in fit. The bloomers have two hip, two side and two watch pockets, and are reinforced. The coats have four patch pockets, buttoned, and the seams are piped.

Samples of cloths sent to any address upon request.

Money refunded if suits are not satisfactory

In ordering suits, send chest and waist measure.

Golf Bicycle Hose...

50 cents to \$2.50, per pair.

Turtle Neck Sweaters...

Men's, \$2.50 and \$3.75
Boys', \$2.00 and \$3.25.

Mail orders promptly filled.

STRAWBRIDGE & CLOTHIER,

DRY GOODS...

PHILADELPHIA.

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840

**Lovell...
Diamond
Bicycle..**

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

*Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles*



HARD OR SOFT TIRES?

EDITOR L. A. W. BULLETIN:

If there is any one who does not think soft tires are the best for comfort and health on roads such as your correspondent speaks of, let him come to this city and ride his wheel, with tires blown up solid, over our streets, which, I am sorry to say, are the poorest of any other city for miles around, and he will soon see the comfort in riding with soft tires.

Hoping some day we will have some of the good roads we read about, I am

Yours for Good Roads,

FALL RIVER, MASS.

A. B. BEANE.

EDITOR L. A. W. BULLETIN:

I wish to endorse the article (by George Appleton) on soft tires, in the last number of the BULLETIN. The use of hard tires is simply the heedless interference that what is best for the race track is best for the road. For comfortable and healthful road use the tire should be as soft as possible—just hard enough so that sticks and stones will not indent it

enough to strike the rim. This will vary some with the weight of the rider and the character of the road. The larger the diameter of the tire, the softer it can be. Those of us who rode back in the '70's have had all we want of hard tires. If one wishes his tires hard he will save himself the bother of a pneumatic by using a solid tire, and have done with it.

One reason why so many ladies give up cycling after a little while is because of the hard saddles and harder tires which are thrust upon them, and which they, in their simplicity, accept.

A soft tire does not puncture as easily as a hard one; any statements to the contrary notwithstanding. Try sticking a pin through sheet rubber, or a rubber band with varying degrees of tension, and note the result. The kind of tire that I ride is never cut by the edge of the rim when ridden soft.

FALL RIVER, MASS.

A. J. ABBE, M. D.

EDITOR L. A. W. BULLETIN:

A correspondent in the September 25th issue of the BULLETIN, says for ease and comfort in cycling it is advisable to ride partially deflated tires, and that we may as well return to the old hard-rubber tire as to ride a hard-inflated tire.

Does not every one know from experience that the pneumatic tire greatly lessens the weight of the wheel, while it adds to its ease and comfort? True, the half-inflated tire may ride somewhat easier over a rough road, but it has been my experience that



1897 HUMBERS

Will be ready for delivery to our agents and patrons December 1, 1896.

*Roadster, \$115.00; Tourist, \$117.50;
Lady Humber, \$122.50; Racer, \$150.00;
Road Tandem, \$180.00;
Combination Tandem, \$190.00.*

HUMBER & CO., America (Limited).

Elliott Burris, Managing Director.

WESTBORO, MASS.

HUMBER DEPOTS:

318 Broadway, New York
515 Ave. and 42d St., New York
545 Fulton St., Brooklyn
1313 Bedford Ave., Brooklyn

148 and 350 Boylston St., Boston.
10th and Walnut Sts., Philadelphia.
111 North Charles St., Baltimore.
1402 14th St., N. W., Washington

Branches in all parts of the civilized world.

17 Holborn Viaduct, London
19 Rue du Quatre Septembre, Paris.

the less surface exposed to the ground, the less wear there will be on the tires. The wheel with a hard-inflated tire will certainly run easier, too. On the other hand, if you ride with your tires partially deflated, and you are unfortunate enough to strike those sharp-cornered "pebbles," your correspondent says are "like a pin thrust into the body," you are, therefore, called upon to mend a puncture, providing you are not lucky enough to pull through, or else walk about four or five miles to find a repair shop—providing you are fortunate enough to find one.

CARROLL, IOWA.

JAS. H. POST.

EDITOR L. A. W. BULLETIN:

This question of tire-inflation depends wholly on weight of rider. I weigh 253½. When I met a boy crony, the other day, he called, "Say, Mr. — your tire is down." With assumed alarm, I jumped off. He ran up and tried to drive his thumb into it. "Great Mose," he cried (he's an irreverent little tyke), "It's hard as a bullet."

What would I be doing with a half-inflated tire, eh?

No. 72,765.

BEEDFORD PARK, Feb. 30, 1896.

"Just tell them that you saw me," said the log to the cross-cut.

THE really wise man is the one who comes to us for advice.

A STANGE OC-CUR-RENCE.

EDITOR L. A. W. BULLETIN:

As I was coasting down a hill the other night (it was only a short hill and I rang my bell as I started,) I saw what looked like a muddy place ahead of me. I ran across one corner of the muddy place, and it arose with a howl of anguish and ran off. I stopped and inquired and found it was a deaf dog, and that he was in the habit of sleeping in the street nights.

That is what I call an outrage, and I wish to call upon the L. A. W. to work for a statute in every State in the Union by which the owners of deaf dogs, who permit them to sleep in the highways, shall be obliged to have them painted with luminous paint. It would not show in the daytime, and it would make the dog look nice at night, besides protecting the lives of innocent wheelmen.

No. 128,131.

A PASSING FAD.

EDITOR L. A. W. BULLETIN:

Referring to your article headed "Camden, N. J.," kindly do not encourage any insistence on any fictitious "rights" of wheelmen on our local ferries. The gangways are narrow and the boats are usually well filled, often with many ladies and children. The class of wheelmen who would insist on mounting while on the boat and riding up the gangway, is



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES


*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

"BUILT LIKE A WATCH"



STERLING QUALITY

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
doesn't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. Denver.
San Francisco.

the one class which the League can get along without, for no true sportsman is ever unwilling to be put to a little trouble in the interest of ladies, children or old men.

Referring to article "Fairmount Park," the East River Drive is the one which we local cyclers most use; it is very narrow in many places, and to get along at all every one must give away to every other fellow. But the drivers are not the only offenders; unfortunately we have some "hog" wheelmen in Philadelphia, — and some drivers of the same class, too.

We have at present here two passing fads that will probably do legitimate wheeling positive harm: The large brass gong on the smart youth's wheel, and the rubber band passing fancy. The first is so sharp, so unnecessarily so, that it frightens many people and horses, and drivers tell me that the latter is particularly bad where horses are concerned. If we are going to pursue such fads, we will have but ourselves to thank if animosity is created.

PHILADELPHIA.

No. 109,067.

EDW. K. INNES, of Philadelphia, says that some weeks ago it was quite a fad with wheelmen of his city to provide themselves with Æolian harps, by stretching rubber bands on their wheel frames; but they frightened horses and were forbidden in Fairmount Park. The large gong fad has also been discontinued there for the same reason.

ANOTHER Philadelphia member says:—"The person inventing such a boy's trick as a string of rubber bands on frame of a bicycle, should be put in an asylum or jail. Much trouble has been caused in Philadelphia; they frighten horses and people, also. I saw an aged man at Broad and Chestnut nearly break his back one windy day when a boy so equipped shot along back of him. I think it well not to advertise such things, — fools find them out very soon without it."

CHICAGO members write that the Æolian harp rubber-band fad has been popular in that city since last Spring, and has caused more or less distress. Their advice is, "Don't."

THE cycle police have been given instructions to require each wheelman having his machine equipped with the "Æolian harp attachment" to remove the same. Quite a number of riders appear to have become quite attached to this childish form of amusement, which consists in stretching rubber bands across the frame for the wind to play on when the machine is in motion, but as the noise frightens horses the director has issued an order against it. If only some action could be taken against those riders who amuse themselves by ringing a large gong attached to the rear of the saddle, the director would no doubt receive the thanks of all self-respecting wheelmen. — *Public Ledger* (Phil.) Sept. 29.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

OCTOBER 9, 1896.

HOW TO BE HAPPY.

"Hope springs eternal in the human breast:
Man never is, but always to be blest."

Mankind never has and probably never will learn the value of little things. It is the little hindrances that defeat the grander purposes of a life; it is the little helps that speed them to success.

"It is the little rift within the lute
That by and by will make the music mute,
And, ever widening, slowly silence all."

The poet, Goldsmith, approximated the truth when he wrote:

"Man wants but little here below,
Nor wants that little long."

We cannot live much in a moment. The possession of a million dollars for just a minute would do us but little good. And we live all of life just a minute at a time.

In the very nature of things, as they are now constituted, but few of us can have much leisure or very much money to spend in pleasure-seeking. We'd like to make a tour of the world in our own private yacht, but for several very obvious reasons, we cannot do so. Such a pleasure would cost much time and money.

It is very clear to most of us that our pleasure must cost little and require little time to enjoy. How, then, can we get the most home-made, while-you-wait joy out of living?

Are you aware that the maple trees at the bend of the street, just below your house, are now kindling a flame of red leaves as beautiful as any in Switzerland? Do you know that the water in the pond, in the valley back of your home, is almost as clear as is the water in the Scottish lakes? Has

Total number printed this week, 70,000
Sent to paid Subscribers, 67,464
Samples to Advertisers, Exchanges, etc., 2,536

any one told you that the heart of the wild rose that grows in your fence corner is as marvelously beautiful, as miraculously wonderful, as anything anywhere on earth?

Have you ever paused to think that the smile of a friend, the laughter of a child, the song of a bird, the babble of a brook, the croon of the bee, the sparkle of the stars, the whisper of the breeze, the perfume of a flower or the pressure of a warm hand, are as divinely dear in one part of the world as in another? Can't you find all of these and a thousand other joys without going to Europe?

Heaven isn't so very far away. With most of us, it is within the sound of our voice or the touch of our finger-tips. The trouble is, we have far-away eyes. We are far sighted. Away off yonder, somewhere, we fancy we see many pleasures. We could find them all about us if we would.

If you own a wheel, ride it when and where you can. If you cannot go on a thousand-mile outing, you can, at least, ride it around the block. If the road is good, you will find interesting sights in Paradise Alley as well as along the grand boulevard. Get your pleasures on the easy instalment plan. Enjoy life right here and right now. The one who is able to ride a bicycle is rich, indeed.

Don't refuse to accept crumbs of comfort because they are not whole bakeries of bliss, and you will be happy.

SONG OF THE WHEEL.

NIXON WATERMAN.


GIVE me the wheel
Of steel to heal
The ills I feel, my masters,
With hills and rills
Instead of bills
For squills and pills and plasters.

At gray of day
Away I stray,
A gay and playful rover;
Mid spell of dell
And fell I dwell,
And smell the sweet, sweet clover.

Beside a stream
Whose beam and gleam
Seem like a dream of pleasure
I muse mid views
Whose dews infuse
The hues my heart shall treasure.

O joy sublime,
O time in rhyme!
O chime that glads my motion
Through dale and vale,
As speeds the gale
A sail upon the ocean.

And may this steed
Of speed we need
To lead through mead and heather, —
Design divine,
Our hearts enshrine,
Be thine and mine together.



Injudicious Business...

methods have ruined and crippled many bicycle dealers. Buying too many "Jobbers' wheels," and paying too many profits or commissions on "good-looking" cheap wheels, which had nothing but "looks" and price in their favor, has caused many dealers much trouble and dissatisfaction. Dealers who bought standard wheels direct from the maker, and paid him a legitimate profit on them, have been the most successful, and few have decided to go out of the business.

NEW CLIPPERS

are made by an old maker (one of the first dozen); they are sold to dealers direct, at prices as low as good goods and good business methods will warrant. No better bicycles made at any price; none so good at a less price.

MADE BY THE **GRAND RAPIDS CYCLE CO.** GRAND RAPIDS, MICH.

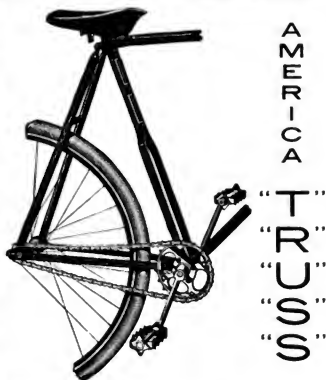
No. 214 - Pratt

FOURTEEN AMERICAN CITIES.

The following table shows the population of the fourteen cities which stand at the head of the list in population, according to the last census, and gives the L. A. W. membership in each Oct. 1st, 1896, also the percentage of League members to population.

CITY.	POPULATION.	L. A. W. MEMBERSHIP.	PERCENTAGE OF MEMBERSHIP TO POPULATION.
New York,	1,891,306	7,059	.37
Chicago,	1,438,010	1,153	.08
Philadelphia,	1,142,653	3,948	.34
Brooklyn,	957,103	3,493	.03
St. Louis,	451,770	1,392	.30
Boston,	448,477	2,783	.62
Baltimore,	434,439	895	.20
San Francisco,	298,997	790	.26
Cincinnati,	296,908	405	.13
Buffalo,	278,796	1,122	.40
Cleveland,	261,353	186	.07
New Orleans,	242,039	189	.07
Pittsburg,	238,617	812	.30
Washington,	230,392	214	.09

Who says a woman cannot keep
A secret ought to try
To find out just how old she is,
And give himself the lie.

**America Cycle Mfg. Co.**

73-75-77 FULTON ST., CHICAGO, ILL

HOTEL CONSISTENCY. (?)

Many hotels object to touring wheelmen because they wear knee breeches, and are apt to be dusty and sweaty, and make an untidy appearance in the dining-rooms. Now a complaint comes to the effect that a wheelman was refused the L. A. W. discount because he did n't have on his bicycle suit!

ANOTHER FRAUD.

A party giving the name of George H. Hamlin has been calling himself a representative of the L. A. W. BUREAU, and has victimized several people in New York state for small amounts. This paper has no traveling man at present, and any one who claims such a relationship, at any time, should be made to show his credentials.

HOW TO SHOOT.

Our cannon editor, in attempting to instruct the young ideas, in this paper, Sept. 18th, said that a cannon would send its projectile farther if elevated to an angle of 45 degrees than from any other position.

Our knowledge of guns is questioned. The proper angle is said by as many writers to be 32, 37 and 40 degrees. Now, if anybody knows for sure about this, please let us have the information at once, that we may relieve the suspense of our hundred thousand readers.

Good Roads Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if he
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.

ON THE TANDEM.

The popularity attained by the tandem bicycle during the present season has called increased attention to the best method of its construction and the proper position of its riders.

In the beginning combination tandems were invariably designed so the lady of the twain should ride in front, but of late the natural advantages of having the lady occupy the rear seat have been considered, and she is frequently seen in that position.

In men's tandems it is a question whether the heavier rider should occupy the rear or forward seat. So far as appearances go it looks better to see the taller rider on the rear seat. There can be no doubt that the distribution of weight affects the speed. It is said that in the majority of crack tandem teams the smaller man occupies the back seat.

This is a question with several sides to it, and wheelmen with experience in tandem riding are invited to present their views regarding it.

A GREAT SUGGESTION.

It is seriously hinted that a move is to be made to have the "science of money" taught in our common schools. We believe it is an eminently wise thing to do *whenever that subject is reduced to a science*. (SCIENCE: Knowledge gained and verified by exact observation and correct thinking; the sum of universal knowledge. — *Dictionary*.)



Quarter-Mile **15¹/₂** Seconds.

Stanley M. Barrows, of Denver, Thursday, Sept. 24, rode an unspaced, straightaway quarter in 15 2-5 — a mile-a-minute clip. Barrows rode an Elmore wheel, fitted with Palmer tires.

MINNESOTA CHAMPIONSHIPS ON PALMERS.

D. F. Carmichael, of St. Paul, mounted on a Syracuse bicycle, fitted with Palmer tires, on Sept. 18-19, won the following State championships. One-fourth, one-third, one-half, one, two and five miles — a clean sweep. Carmichael rode the five miles in 12.05, lowering State record 12 seconds.

PALMERS WIN COASTING CONTEST.

The "True American Coasting Contest," at Trenton, N. J., Sept. 12, was won on a Stearns wheel, fitted with Palmer tires. There are no tires so good for up-hill, down-hill and on-the-level riding as Palmers.

THE PALMER PNEUMATIC TIRE COMPANY

133-135 S. Clinton Street, Chicago.

TO WHOM IT MAY CONCERN.

If your communication does not appear in the *L. A. W. BULLETIN*, you should write to the editor, and after telling him that he is a general all-round ass, call attention to various productions that have appeared, and which you consider much less meritorious than the matter which you sent. This will impress him with your ability, and make him wish he could afford to employ you in the office, and beside, it will insure the prompt acceptance of the next "copy" which he receives from your pen. In addition, you may feel assured that you are doing your part to prevent the editor getting the idea that he is competent to manage his own business.

HOTEL RATES.

It is claimed that certain L. A. W. hotels in various parts of the country make a high rate in talking with League members and then give them a reduced (?) rate, which, after all, is as much as they charge anybody. Such conduct should be reported to the chief consul of the State.

Honesty is just as commendable when found in a hotel proprietor as anywhere else.

HE DOES N'T READ IT.

A correspondent says that if he sees anything in the *L. A. W. BULLETIN* that he thinks he won't like, he simply doesn't read it. This makes us resolve not to write any misleading head lines.

Highest
Grade

Highest
Price



RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
BECAUSE IT GIVES THE LEAST
TROUBLE AND THE MOST COMFORT
TO THE MOST PEOPLE

MORGAN & WRIGHT
CHICAGO

A NEW GOOD ROADS PIN.



The illustration printed herewith shows the size, general style and outlines of our new Good Roads pin, which has been designed to supercede the ones heretofore sent out. The league emblem of red and orange, on a background of white, is surrounded by a broad band of royal purple. If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each, plus five cents for packing and postage; over twenty and less than one hundred, one cent each, plus ten cents; one hundred and over, one cent each, and we pay the freight.

THE DECALCO MANIA.

A Waltham, Mass., reader says, "We have hardly recovered from the poster mania, and now, while we are in the throes of the button mania, why do you spring upon us this new decalcomania?"

SAMUEL C. DOHERTY of Lockport, N. Y., was driving along the street with a load of hay, and, in turning out for some overhanging branches, the wagon tipped over and he was badly injured. The jury, after being out for some time, returned with a verdict in favor of plaintiff for \$2,000. Doherty claimed \$6,000 damages. Poor roads do not pay.

THE WHEELMAN'S VOTE

Is getting to be of consequence to the candidate who really wants to serve his country. Here is a card which comes to us from the Pacific coast:

MY MOTTO.

A Road that is not a good Bicycle road cannot be called a Wagon road.

N. O. SMITH,

Independent, "Improvement"
Candidate for Supervisor
—District No. Four.

Lake Co., Cal.

A Long Felt Want.

Since bold, bad men who do not pause
To steal, most everywhere abound,
Umbrellas should be square because
It is n't safe to leave them 'round

The gas plant thrives the best in winter when the nights are long.

If you don't sign your name, don't expect an answer.

S.I.I.

SINGLE-TUBE TIRES.

S.I.I.

SINGLE-TUBE TIRES.

SINGLE-TUBE TIRES.

Pneuma.

CESIBIUS ALEXANDRINUS was the first to use "pneuma" in the manufacture of machines and instruments, in the third century B. C., and would, if alive today, undoubtedly be making **PNEUMATIC SINGLE-TUBE TIRES.**

"PNEUMA" is frequently used by politicians and others, as the supply is inexhaustible and cheap. It is not, however, the amount of "pneuma," but its application, which tells—in a pneumatic tube, its close imprisonment. Sawing wood is a healthy means of exercise, calling for the waste of some "pneuma," but hardly useful in producing tires. It follows, then, that the manufacturers of **Single-Tube Tires** under the Tillinghast patents prefer rather to devote their energies to the construction of the **Best Tires**, and thus verify a prophecy, than to engage in the less useful, if more healthful, exercise of sawing wood.

Examine the list of reliable firms and companies which are the only licensed manufacturers of

Single-Tube Tires:

The Palmer Pneumatic Tire Co.
The Pope Manufacturing Co.
The New York Belting & Packing Co., Ltd.
The Boston Woven Hose & Rubber Co.
The Revere Rubber Co.
The New York Tire Co.
The Diamond Rubber Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.

The Hodgman Rubber Co.
The Newton Rubber Works.
The Hartford Cycle Co.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Lead Wire Co.
The Spaulding & Pepper Co.
The Peoria Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.
The Brooklyn Rubber Co.

All Others are Infringers.
Suits have been brought in every United States Circuit where
infringements have occurred.

If further information is desired write to the owner of the Tillinghast patents,
Theodore A. Dodge, Equitable Building, Boston, Mass.

S.I.I.

SINGLE-TUBE TIRES.

S.I.I.

HARE AND HOUNDS.

Several correspondents have asked us to describe a "Hare and Hounds Chase."

This interesting sport consists of appointing, or in some way agreeing upon, two or more of the swiftest bicycle riders, who are designated as the "Hares." Each of these is provided with a bag, which can be carried over the shoulder, and is filled with fine bits of paper. The chase is for any distance that is agreed upon,—say, ten miles. The road to be taken is known only to the "Hares," who may decide upon it to suit themselves as they go along. They are usually given a start of several minutes, the advantage in time being proportioned to the length of the route and the fact that they must carry the bags of paper.

At the starting point are stationed the balance of the riders, who are known as the "Hounds." The "Hares" are expected to throw a handful of paper on the ground at each corner which they turn, and another handful just after turning the corner, so as to indicate the direction in which they have turned.

It is usual to appoint a rider to be known as a "whipper-in," who rides at the rear of the "Hounds" and prevents their getting scattered.

The prize, whatever it is, goes to the first rider who overtakes either of the "Hares." If they are not overtaken before the end of the ride, the prize goes to them.

We have never had any personal experience in

one of these runs, but by those who have, it is described as being very interesting.

A BAD ROAD VICTIM.

By way of illustrating the serious nature of a broken hip—the femur—and its slow healing, a veteran League member (Arthur Munson, of Stamford, Conn.) writes that this is his fifth week on his back, in bed, and no sign of sitting up yet.

The surgeons say its a case of three months, sure enough; and all this long suffering and loss of time and business is solely due to wilful neglect to keep Stamford's streets in a condition safe for use, as the victim of bad streets fell over loose stones that are strewn all over the said streets.

That the city should pay for such carelessness, goes without saying.

THE L. A. W. members of Harrisburg, Pa., having grown weary of the persecutions and prosecutions of ordinance-straining officials, have named a committee whose duty it will be to protect wheelmen in their rights. This is the proper course for wheelmen everywhere to take. If you are not fairly treated, offer a dignified, organized protest. Wheelmen must help themselves if they wish others to help them.

Send stamp for L. A. W. Puzzle.

Puncturoid...

IMPOSSIBLE

to have leaky tires, if you use
PUNCTUROID.



Puncturoid will mend your tire if punctured by anything, from a needle to a ten-penny nail, and your tire will **stay mended**. The last year has demonstrated its infallibility. One inflation of your tire will last the entire season.

GUARANTEED not to injure any tire;
not to dry in any tire; to mend
any tire **WHILE YOU RIDE**.



PUNCTUROID MFG. CO.

Chelsea, Mass.

If your dealer does not keep it, send fifty cents for sample.

PUNCTURE PROOF BICYCLE TIRE

OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY

NO PUNCTURES TO REPAIR

Catalogue and Sample section of Tire free
upon application. Address
THE PUNCTURE PROOF TIRE CO., Quincy, Ill.

NEW YORK STATE.

What we want, and how we can get it.

What I have to say is more especially for the New York members, but will apply as well for all.

We are told that one of the objects gained by organizing the wheelmen of the day, when our League was first thought of, was road improvement, and it stands today one of the essential features. That we have gained some headway is true, but it is equally true that we are not as far ahead in that direction, in New York State, as we should be. Tourists tell our members that they find the roads here bad, as compared with those in some of the smaller and younger states; and we, with the largest division membership in the League, have to admit it.

Are we always to be in this humiliating position, or will we take some effective steps to correct the evil? If we will only work as a league, we have the required ability and organization. Why not use it?

We are now nominating men for senators and assemblymen, throughout the State, for the November election. These men represent all parties. Our membership represents all parties, as well. If the ticket has not been completed yet, in your district, find out if the proposed men are favorable to some road legislation that will be beneficial to us; and if one or more out of the number are not, then call on your friends, and all use your influence to see that such are not nominated, but nominate, instead, men who are with you. By this means you do not sacri-

fice any of your party principles, and, at the same time, do yourself and fellow wheelmen a favor.

Perhaps the nominations have been made in your district; if so, try to get your man to agree to aid the Good Roads cause; and if you get both sides in line you have done your share of the work, until the bills are presented, when you will be advised, and you can hold the one elected to his promise.

It may be of interest to know how this scheme was worked in one of the cities of the State successfully. The city in question was paved, but, from a wheelman's idea of pavements, it were better that it had dirt streets. The pavements were of cobbles, and in a very bad state of repair, so that the sidewalks were used by wheelmen. A number of riders joined to get a change. They selected one of their number for mayor, and worked the matter up so well that they elected him. Through his efforts some improved pavements were laid. By nominating each year for aldermen such men as were known to be favorable to improving the streets, a good board was selected, the same mayor re-elected, and a number of miles of improved pavement laid, so that now it is an exception to see a bicycle on the sidewalk, for the main streets are paved with sheet asphalt. The wheelmen are happy over the change, as well as the citizens generally.

Why can't we succeed as well with the main roads of the State? Is my suggestion worth trying, and how many will work it? For my part I can say that I *have* done so. No. 59-467.

A SAFE KEY



The FLETCHER HICKORY HANDLE BAR is fitted with a patent key clamp, which can neither slip nor mar the wood. A turn of a screw adjusts the bar just to the rider's liking. The Fletcher Bar represents the acme of safety—the zenith of bar making skill. Pre-eminently the greatest bar ever invented.

The Fletcher Hickory Handle Bar is fully pictured and described in a book which we send free.

SCHAUM & UHLINGER, PHILADELPHIA.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

WHAT MAKES HARD TIMES.

(A criticism of the opinion of one minister by another.)

Quoting Rev. C. H. Woolston, of Philadelphia, in his discourse of Sept. 20, 1896, on "What has Caused the Hard Times?":

"One cause of the present hard times," said Mr. Woolston, "I believe to be the bicycle craze, which took a firm hold of the people about five years ago. Since then about \$1,000,000 have been invested by the people of this city in bicycles. By that amount other trades have been injured. In this city, 75,000 bicycles have been recently purchased at an average outlay of about \$85 each. This expenditure has caused a great falling off in the business of the jeweler, the costume maker and persons who are engaged in other business. The people are now face to face with a very hard winter."

In the manufacture of bicycles thousands of men are given employment, and thousands of them are given work in repair shops. Does n't this mean anything?

As to the suffering of the jeweler, a man has a right to his free choice between the purchase of a bicycle or a watch or a diamond ring. How many wheelmen have no time-piece at the present time? Three years ago I bought a watch when I had two, and in all this time the repairs were nothing, while the repairs on my bicycle, which I purchased two years ago, were \$16.75. Now, which one of the two, my watch or my bicycle, shall be condemned

THERE IS ONLY ONE

Best Ale

AND THAT IS

EVANS'

Others may imitate our circulars and advertisements, but not our brewing.

BRILLIANT AND CLEAR
TO THE LAST DROP.

No Sediment.



BUY NO INCUBATOR and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you ours on trial, not a cent until tried, and a child can run it with her fingers after a few days.

We won First Prize World's Fair and we will win you for a steady customer if you will only buy ours on trial. Our large catalogue will cost you five cents, and give you that worth of practical information on poultry and incubators and the money there is in the business. Plans for Brooders, Homes, etc., \$6.00. S. B. — Send in the names of three persons interested in poultry and 25 cts., and we will send you "The Incubator, Its Care and Repair," a book of 160 substantial illustrations, worth \$5.00 to any bicycle rider. You Gulin Incubator Co., Box 659, Delaware City, Del.

for the hard times? The man that rides a bicycle does not loaf in saloons, while the man that wears a watch may.

Now, as to the costume maker, nearly every bicycle rider today has an extra suit, hence, extra work and extra money for the tailor. Extra shoes, extra cap or hat, extra hose, etc. — now, do the manufacturers of all these articles give no employment? Strange that there are still so many people who are determined in making the public believe that the bicycle comes from the devil, when it is only too true that he holds none of the inventions. The bicycle has come to stay, though there are some who have not as yet been converted to the use of the "bike." Thousands of men today are employed in the manufacturing and in the repairing of these innocent wheels, which have taken men from the slums and caused them to go out and inhale good, fresh, country air. The bicycle, therefore, in my mind, is not the cause of our present financial depression, nor is it one of the causes.

YORK, P.A.

No. 97-944.

A Long-Felt Want.

Since the theatre hat before our eyes
Shuts out the stage, alas!
We trust somebody will devise
An x-ray opera glass.

FASHION ITEM. — Potatoes may, with propriety, appear at the dinner table in their smoking jackets.

THE Matchless STEEL Gendron

EASY RUNNING

GENDRON WHEEL CO. Toledo Ohio

EASY RUNNING GENDRON WHEEL CO. PLEASE AGENTS AND RIDE!

Write for Catalogue

ORIENTS Will Lead the Leaders

... FOR ...

1897

WALTHAM MFG. CO.

Main Office and Factory,
Waltham - - - - - Mass.

Responsible Agents who mean BUSINESS should write NOW!

DOGS IN NEW YORK.

EDITOR L. A. W. BULLETIN:

It may interest readers of the BULLETIN to know that New York has a law which provides for redress of grievances suffered by wheelmen and others from the attacks of vicious dogs. The substance of this law is, that, upon the complaint of any person who is attacked upon the highway by a dog, the justice of the peace must inquire into the facts, and, if satisfied of its truth and that the dog is dangerous, must order the owner or possessor to kill it immediately. A proper penalty is provided for disobedience to the order.

While riding near Richfield Springs last July, a shepherd dog dashed out barking from a farmhouse and seized me by the leg, fortunately not drawing blood. Jumping from the wheel, I seized a stone and the dog ran into the house. The owner was standing by and appeared to be astonished at my demanding who owned the dog, and, before replying, said he would see that the dog was soundly thrashed. Upon repeating the question, he admitted being the owner, and again promised to punish the dog. I insisted that it be done then and there, and, on seeing him hesitate, mentioned the law on the question. After a little discussion, he agreed to kill the dog, excusing himself at the same time by saying that the dog had never done such a thing before, but he "believed the dog hated bicycles." However, as he pleaded that he was a

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BICYCLE APPLIANCE CO.

1004 Walnut St.
1346 Chestnut St.
PHILADELPHIA.

THE SIMPLEX
TRADE MARK
REGISTERED

[PATENTED]

With Tapering Rubber Plugs, is the Ideal Repair Outfit.

Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.

SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, **\$1.25**

ILLUSTRATED BOOKLET FREE.

Electric Cloth cleans everything. Try it on your Dirty Cork Handles.

Send 2 cents for Sample Cloth. Descriptive Circular Free. Agents and Canvasers Wanted. Write us.

New Roads and Road Laws

IN THE UNITED STATES.

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - - Boston, Mass.

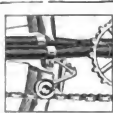
Sent by mail on receipt of \$1.00.

poor man and that the dog was a great help in driving his cattle, it seemed that he might be allowed to keep the dog, provided it was prevented from running loose and annoying those using the highway. So I agreed not to take him before the justice, but warned him that a sworn statement of the circumstances would be filed with the L. A. W., and that it would be brought before the proper authorities if any other complaint arose. The statement has been deposited with George E. Miner, Esq., the attorney for the League, for reference and use when required. The law is to be found in Section 125, of Chapter 686, Laws of 1892. (The County Law.) No. 74,042.

TAKE BAD ROADS OFF THE MAP.

A New York member writes that he has received the new road maps of his State, and complains because roads are indicated that are not good, or about which the map maker had no specific information. He says that such roads should not be put on the map at all until the people in those "benighted localities awake to the exigencies of the hour." If all poor roads were left off the maps, it would certainly simplify the work of the map draughtsman materially, and would make the map of more than one State resemble the north pole, as it would simply be "a great white bear (bare) place."

Such maps, while they might express our opinion of good roads, would hardly serve the purpose for which maps are intended.



Automatic Brake

FOR BICYCLES.

DESCRIPTIVE CIRCULAR ON APPLICATION.

BAILEY MFG. CO., 189 La Salle St., CHICAGO.

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Gamblers wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I.
Brooklyn, Mass.

STOLEN. Oct. 1st, "Defiance" bicycle, model 32; No. 81,163. Notify EMIL AGATSTON, 83 Lafayette street, Jersey City, N. J.

STOLEN. Oct. 2, from premises of W. H. Pye, "Eagle" bicycle; Model F, 1896; No. 13,631; aluminum rims; gear 70; rubber pedals. Reward. Notify CAMILLE KECK, Eastport, N. I.

STOLEN. From our Brooklyn Branch, Friday, Sept. 25th, two 27-inch frame "Oriens," Nos. 3,107 and 4,889, fitted with 70 and 72 gears, respectively; Vim tires. WALTHAM MFG. Co., Waltham, Mass.

STOLEN. Saturday evening, Sept. 26, 1896, from the doorway of drug store, corner Massachusetts and Columbus ays., "Spalding" bicycle, No. 33,985; 1895 model; Brooks saddle; Palmer tires; 68 gear; black enamel; front wheel out of true; deep scrape on rim. Tape wound over puncture in rear tire. Reward paid. Notify J. P. CRESSY, 8 Huntington avenue, Boston, Mass.

STOLEN. A "Warwick" bicycle; low frame; 1893 model; style B; No. 10,914; one handle black ferris, the other nickel plate; hook broken in front of saddle and replaced by blacksmith; the front tire smaller than the rear one. Rear tire, Roadster Hartford make; large heavy chain; \$25 reward for wheel and thief. Notify WM. RUSTAY, Belmont, N. Y.

WE THINK SO, TOO.

A Camden, N. J., member writes as follows:—North 4th street in our city is frequented by a large number of wheelmen every favorable evening for riding, it being about the only decent street we have for that purpose, and the police have recently allowed no one to dismount there. One night, recently, a young man dismounted to pump up his tire, when he was roughly told by an officer to move on. There is no ordinance to restrict bicycle riding, and I think the authority of the police to keep a person on their wheel is questionable. What does the editor think of it?

486 miles, 1151 yards on a "Duquesne Special."

24-HOUR RECORD KNOCKED SKY-HIGH!

Louis Grimm, on his "Duquesne Special," in the Great 24-Race, at Chicago, Sept. 25th, finished miles ahead of the best riders in America. It's in the New '97 Ball Bearings.

If you want to ride the easiest running wheel in the world, write us.

DUQUESNE MFG. CO.

One grade—the highest. A gentleman's mount.

Pittsburg, Pa.

Good Agents, write for terms and territory.

We'll pay the postage, too!

To any L. A. W. member who heretofore secured ten new members for the League, and who satisfies us that he has done so, we will prevent a year's subscription to

CAMELAND

Cameland is a monthly magazine, devoted to outdoor sports. It is interesting to cyclists. It costs one dollar per year. You are an L. A. W. member, and can have it for fifty cents. Why? L. A. W. No. 95,002 publishes it. Sample copy free.

CAMELAND PUBLISHING CO., 277 Broadway, New York.

PRIZE MEDALS JOHN HARRIOTT 3 WINTER ST. BOSTON, MASS. PINS

INDIANA CHAINS

Universally used. Universally satisfactory. Special prices to members. Send 25 cents for our beautiful Aluminum Fob.

INDIANA CHAIN CO., Indianapolis, Ind.

The Best Yet and Free!!

To L. A. W. members enclosing 2c. stamp for postage, sample

Q. W. COLE & CO., 111 Broadway, New York, PACE-MAKER CHAIN LUBRICANT. Manufacturers of the famous "3 in"

You to judge its merit.

STOLEN. From Public Library, "Columbia" bicycle, No. 36,947; model 40, '96; Pope cyclometer; bell; tool wallet, and luggage carrier; right pedal shaft broken; 23-inch frame; 28-inch wheels; 70 gear. Notify GEORGE R. RUSSELL, 16 Grand street, Worcester, Mass.

STOLEN. Thursday evening from corner of Pleasant and Morrill streets, Dorchester, "Berlo Racer," No. 1,130; 19 lbs.; '95 model; small tubing and hubs; Brooks saddle; drop handle-bars; red finish; owner's name on upper bar. Reward. Notify ARTHUR W. LINCOLN, 1 Victoria street, Dorchester, Mass.

FOR SALE. "Stearns Special," good as new; \$65. D. G. SALTZMAN, Gloversville, N. Y.

OVERSTOCKED. For sale, cheap, new 1896 high-grade bicycles and tandem. Highest reasonable cash offer. Write for particulars. SOLLEFADY & MINER, Jamestown, N. Y.

BICYCLE BARGAIN. 1895 "Columbia," at \$40. First-class condition in every way. Write or call. J. T. HEADLEY, Jr., 93 Fifth avenue, New York City.

EVEN the mighty Times has its say on cycling. Last week it published a lengthy article on "The Cycle Industry," in which the development of the trade was traced. The output from British factories at the present rate of production was computed to be 750,000 cycles per annum, valued, roughly, at between eleven and twelve million pounds. The capital represented by limited liability cycle companies had jumped from £6,000,000 in 1895 to £17,000,000 in 1896—figures which are likely to astonish readers who have not followed the astonishing growth of the trade during the last few months.—*Scottish Cystist.*

The Money Question.

ONE THOUSAND GOLD DOLLARS

Weight 3 lbs., 5 oz.

One thousand dollars' worth of gold weighs the same.

One thousand silver dollars weigh 53 lbs., 11 oz.

One thousand dollars' worth of silver weighs 101 lbs., 4 oz.

TOO COMPLICATED.

The average voter does n't read, or, if he does, he reads one side. The average stump speaker, when he is n't abusing the other party, is either dealing in high-sounding generalities or quoting a tangled mass of figures which, even when they are correct, are neither understood nor appreciated by a majority of the hearers who crowd around the "stump."

The man who has taken pains to read extensively on the subject of finance, has been impressed with the fact that it leads away off into a wilderness of detail and comparison, that leaves the reader in a condition of mind that is unfit for publication. The effect of this or that financial policy in China, Germany, or some other country where the conditions are entirely different, may or may not have a bearing on our case, and whether it has or not the average voter has neither the time nor the disposition to investigate. The doctor who wisely writes a prescription for "Aque Calcis" instead of telling you to get a little lime water, is looking out for the dignity of his profession, but he is n't helping to educate you. The campaign talker who stands up and shouts to the assembled multitude that free silver will positively ruin the country, or the one who says that free silver is our only hope of prosperity, — neither one of these gentlemen is entitled to a moment's consideration unless he can prove what he says, and when both do seem to prove their case, you know that there is a "nigger in the wood-pile," somewhere. Let us see if there is n't some simple test which we can all understand. If the present business depression is due to a lack of money, then no honest man, rich or poor, could fail to want to see more money coined. So that the whole squabble is narrowed down to a single question, viz.: *Is there a lack of money?*

On the one side, the total amount of money that has been issued by the Government, divided by the number of inhabitants, shows a larger per capita circulation than ever before, except during the greenback inflation. This is cited as proof that there is plenty of money in existence.

On the other side, the best answer that has been made is, that large quantities of metal money, both

gold and silver, have been melted and made over into medals, jewelry, etc., and that large quantities of paper money have been lost by fire and water, and, hence, the amount of money is decreased by so much, — no one knows *how* much, — and so it goes.

Let us League members, all, shut our physical eyes to the rhetorical tangle of the time for a moment, and with our mind's eye look back over a comparatively small number of years, and see if we can remember times when general business was in excellent shape, and when we know of our own common knowledge that there was less money proportionately than at present. If we can remember such times, and every one who is old enough to join the L. A. W. can remember them, then why run off after the band wagon and "holler" for more money?

Don't waste time listening to long stories about Hindoostan and Patagonia until after you exercise your own every-day faculties. Find out what is the matter with the patient before prescribing heroic remedies.

Don't continue to swamp us with type-written copies made from newspaper reports of Mr. Bryan's speeches. We have all those, and read them carefully, too. During the last ten days we have received sixty-eight articles of the usual stereotyped sort, but there is a singular dearth of answers to the questions which have been asked.

It is more light we all want, — not more darkness.

EVERY silver dollar in the country today is as good as a gold dollar. Silver has been coined right along every year, and is used every day by everybody. Who can say that in fact it has been "demonetized?"

WHERE does the constitution of the United States say that the money of our country shall consist of gold and silver? This is often stated. Please give us chapter and verse. No. 120,050.

WHAT THE GOVERNMENT CANNOT DO.

A correspondent (No. 120,113) says that when the Government makes "money" of any material it ceases to have value as a commodity, and that it has a peculiar value which the Government stamp alone gives to it, and cites the case of a piece of paper which the Government prints, and thereby converts it into a thousand dollars. The piece of paper is in no sense converted into money, any more than the brass check which the baggage-man gives you is converted into a trunk. By looking at a thousand dollar bill the reader will see that no claim is made that it is a thousand dollars, but it purports to be only a note issued to the effect that the Government will pay one thousand dollars on demand.

The gold coin is marked "five dollars," "twenty dollars," etc., and is *payment*; the paper note is a *promise* to pay, and is used between citizens for convenience, as the holder always knows that the Government will redeem it in *real* money.

These two pages are set apart for the publication of matter relating to the question of whether the United States should permit the free coinage

of silver in the ratio of sixteen ounces of silver to one ounce of gold, or whether the present financial stand

STORY OF A LIFE INSURANCE POLICY.

On the 18th day of December, 1882, Mr. Luigi M. de Jesi, a civil engineer, residing in the City of Mexico, took out a policy for \$10,000 on his life, in an American life insurance company, having its headquarters in New York City. It was proposed to him at the time by the company either that the policy be issued with the premiums payable in United States currency, in which case the \$10,000 would be payable in the same currency, or that he have it issued payable in Mexican money, the premiums also being payable in Mexican money. As a Mexican silver dollar was at that time worth 89 cents in American currency, and as he was living and doing business in Mexico, he chose the latter course. Mr. de Jesi died March 16th, 1896, and the claim was paid by the life insurance company, as it agreed to do, in ten thousand Mexican dollars. The widow, in the meantime, had removed to her former home in Pittsburgh, Pa., where she now lives. To use the money she was obliged to convert it into United States currency. She did so and received exactly \$5,347.60 for her \$10,000. The pursuance by Mexico of its free silver policy has resulted in the steady decline of their dollar in value, and instead of receiving \$8,900, which she would have done had her husband died the first year, she received but \$5,347.60.

Every dollar paid by her husband on this policy was intrinsically worth more than had he paid American silver dollars, as the Mexican silver dollar contains 417½ grains of silver with a fineness of 972 while the American dollar contains but 412½ grains with a fineness of 900. The explanation of this widow's loss lies in the fact that the American silver dollar was backed up by the custom and established policy of the Government to keep all of its dollars equal in value to gold dollars, whereas the Government of Mexico is committed to the free and unlimited coinage of silver, as it is proposed to commit this country. Should this Government adopt this Mexican basis of currency, what guaranty have the holders of policies in American life insurance companies that their policies will not depreciate proportionately. The policy above described was paid by L. A. W. No. 112,747.

A NEBRASKA CRITICISM.

EDITOR L. A. W. BULLETIN:

Dear Sir,—Like a clearing in a virgin forest, like silver streams of irrigation in golden sands of desert lands, a green oasis in covert campaign literature is "The Value of a Dollar,"—the one letting in the light of heaven, the other planting hope in hearts full of despair, filling granaries that otherwise would be bare.

"The Value of a Dollar" is honest coined thought. Such editorials form the base of Good Roads, and are appreciated by many men in the wild and woolly West.

No. 99,709.

OMAHA, NEB.

MORE INFORMATION WANTED.

It is claimed that free silver will give more prosperity to the laboring man. If so, I certainly want to vote for free silver; but I am unable to learn of any period in the history of the United States when wages increased in proportion to the rise in the prices of the goods that the workman has to buy. Will the BULLETIN please print an answer to this?

A MAN WHO WORKS TO LIVE.

[The L. A. W. BULLETIN will gladly print the answer if some reader will furnish it.—ED.]

A WORD FROM THE SOUTH.

EDITOR L. A. W. BULLETIN:

Dear Sir,—Your decision to denote a small portion of the L. A. W. BULLETIN to the financial question I think a commendable one, in that short contributions are solicited with a view (in the language of our editor) "that something may be accomplished in the way of education on both sides." These conditions I think sufficiently fair to prompt cool, deliberate discussion, through the L. A. W. columns, on this matter, for the reason that many of our L. A. W. subscribers have little time for general reading.

Reason must be paramount before we can hope for an intelligent discussion. Let not the golden vision of unjust victory prompt us to unwise action, nor glittering gold nor shining silver dazzle our eyes. Nor would a strict observance of the Golden Rule be amiss, so that by rising above the stale swamps of technicality, we can, after November, point with pride to the articles contributed, characterized, as we hope they will be, by sound sense and reason. Let us, then, join hands and unite our efforts for the propagation of pure politics, which means for us good roads.

DAN. MATTHEWS.

CHARLESTON, W. VA.

AN OFFENSIVE PARTISAN.

No. 102,920 says that an attempt has been made to claim a record of 100 miles in five hours. On investigation it was found that the claimant was a silver man, and called 53 miles 100.

No. 14,782 wants to know "why silver should be coined at a ratio of 16 to 1?" We give it up.

HE JUST WANTS TO KNOW.

If gold is more scarce than it was years ago, why is the rate of interest lower now than then?

If more silver would make money cheap, why is it that less gold has made that metal cheaper by making it possible to hire it at a lower rate of interest?

No. 88,311.

CALLING hard names convinces nobody,—except of the shallowness of the one who indulges in such exhibitions of ill-temper.

written. It should be remembered that abuse is not argument, and that anger is a sign of weakness. Good-natured antagonism is always welcome.

TO EUROPEAN TOURISTS.

I am receiving, daily, a number of communications inquiring as to the advantages of joining the Touring Club de France, and what is necessary to become a member.

For the benefit of the members of the League, I would say that no person should cycle in Europe without joining this club. A member, on present-

ing his certificate of membership, is relieved from paying duty on his bicycle in France, Switzerland and Italy, and, on application, can obtain from the club a permit to enter Belgium free. I know this, for I entered each of those kingdoms this summer, and was relieved from paying any duty. Without it you are obliged to deposit money, which you may be able to get back, on departing from each of these kingdoms, with some difficulty. If you go out by train, the train will not wait long enough for it. There are representatives of this club throughout France and in the prominent cities of other countries. In the *annuaire*, which is furnished every year, you obtain much valuable information; a list of the hotels in each place which are under agreement to charge

the members of the club a certain reduced price, a list of doctors and mechanics, members of the club in different places; and the club maintains "*postes de secours*" at different designated places, and there are many other advantages in belonging to this club. In fact, it is the only club the members of which can go through Europe free from paying duty on their wheels.

If any person desires to join this club, if they will write to me—giving distinctly their full name, address and profession—and request me to apply for membership for them, sending \$1.50, I will see that their card of membership, book and pin are forwarded to them from Paris at once. If there is not time for a person to receive, from Paris, his card of membership, etc., before he sails, on request, it will be forwarded to any place in Europe. On

receipt of the card of membership, a member needs to sign it, with witnesses, and describe his bicycle, with the number, as the card indicates.

One intending to bicycle through France can obtain from the club, by sending for it and paying the charge indicated in their book, plan of any route which they elect, maps, etc.

For three summers I have bicycled through Europe, and have found great advantage in belonging to this club, and I have received from its members many courtesies and valuable assistance.

All the best people of France,—from the chief ruler through all the prominent professions,—belong to this club.

I wish every member of the League would cut this out and save it, to give information to others who may

desire it. And if any person intends to wheel through Europe, and desires any special information, if they will write to me, stating just what they wish information about, and will enclose a stamp, I will answer, desiring to assist all who ride a wheel.

Very sincerely yours,

10 Tremont street,
BOSTON, MASS.

F. S. HESSELTINE,
Delegue Touring Club de France.

IT ISN'T HOW LOUD
YOU SHOUT

BUT HOW MANY
HEAR IT.



You might have a sign a hundred feet square on the North Pole and so far no one would have seen it.

If you want to talk business with a hundred thousand people, every one of whom rides a *BICYCLE*, you may be sure of doing it if you use the columns of

The **L. A. W. BULLETIN** AND **GOOD ROADS**

THE L. A. W. Bulletin is one of the few papers which prints its circulation figures each week, and the only publication in the world which charges advertisers on the basis of exact paid circulation each issue.

STERLING ELLIOTT, Publisher,

12 Pearl St., Boston, Mass.

JOIN THE L. A. W.  AND ....HELP TO GET.... GOOD ROADS. In Union there is Strength.	No. 167	No. 167
	(OVER)	

Name of owner	E. V. SIDDELL, CYCLE REPAIRS Main Street, POUGHKEEPSIE, N.Y. Lantano, Betts, Toe Clips, Oil, Cement, Etc. WIND FREE.
Address	
No. of Machine	
Make	
Destination	

A GOOD IDEA.

The tag shown herewith is the suggestion of Mr. Siddell, whose name appears on it. The idea of it is that the tag and its coupon may be used in checking wheels at any place where checking is desirable, and it has the additional advantage of lines where the name of the owner may be written, together with other data, as shown. It is suggested that the cycle dealers and repairers will furnish the tags for the sake of the advertising which it incidentally gives them.

A MANCHESTER attorney—representing a unknown “syndicate”—has brought suits against 72 New Hampshire municipalities for not erecting guide-posts according to law. About 1500 sign-posts are missing, and the fine is five dollars each, which goes to the person bringing the suit.

SEND stamp for L. A. W. Puzzle.

ARE YOU A MEMBER OF THE L. A. W.? ANSON P. DARE, 19 N. 3d St., Harrisburg, FRANK P. SNOUGRASS, 112 W. State St., Harrisburg H. W. STONE, Box 595, Harrisburg	will give further information and forward application
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EVERYBODY uses tags, which are usually left blank on one side. The above shows how three Pennsylvania members are utilizing the otherwise blank side.

J. C. D., Du Bois, Pa., complains of the “glass fiend” who casts bits of broken glass and bottles in the highway. The wheelmen of his vicinity should “get together,” and if there is no city ordinance regarding such things, one should be prepared and passed at once. Horses’ feet, as well as bicycle tires, suffer from such dangers, and no one would dare to oppose such a law.

THE managers of the New York Cycle Show have already received orders for all the space that is available. They are now reducing the size of spaces to try and accommodate all applicants.

A RETIRED bicycle may still be in active service.

“I AM going to stop this stealing of bicycles,” remarked a Lowell, Mass., judge as he ordered the defendant to pay a fine of \$50 within three days or to be committed to the common jail for a term of four months for stealing a \$100 bicycle and pawning it for \$18. The judge may have thought the sentence severe, but he was easy, too easy. Think of a man paying a \$50 fine for stealing a \$100 horse! Why they hang men for such offences in the broad and breezy West.

NUMEROUS correspondents ask us to condemn the practice, that nearly all riders have, of not ringing their bell when passing from behind. It is a matter that is a constant menace, and we are asked to “hammer away at the subject until some improvement is made.”

EDITOR L. A. W. BULLETIN:

I would suggest that a very good way for L. A. W. members to display the League color would be a watch fob made of royal purple ribbon and the letters L. A. W. stamped or worked on it with silk thread. As watch fobs are very commonly worn by wheelmen on account of not catching while mounting a wheel, the ribbon could very easily be changed from some other color to the royal purple, and thereby help to represent the L. A. W.

No. 112,306.

SEPTEMBER has gone and October leaves us.



THIS is a picture of the Oxford Cycle Club, of Chicopee Falls, Mass., taken just before they entered the Springfield parade. Each man wore upon his back the L. A. W. Horse Chest Protector. This club won a prize for having most members in line and another for best appearing out-of-town club.

THE TEST OF FORBEARANCE.

I try to love my fellowmen
(And fellow-women, too.)
But there are some occasions when
It's mighty hard to do.
For oh! it very sadly galls
A Christian man to like
The blooming amateur who calls
A bicycle a "bike."

FARMERS AND CYCLE PATHS.

"Yes, you may have all the apples you want. Some of the 'cyclists passing here don't want to ask. Of course I had much rather be asked for my fruit in a civil manner. There's plenty of it, but if it's worth eating, it's worth asking for.

"Yes, I was rather opposed to their building a path along here for bicycles, but I would n't have it taken up now for a dollar a foot. A bicycle path is a benefit to every farm it passes along in front of. Here we are with a good, dry, five or six feet wide sidewalk either way we want to go - Utica to Clinton. Women folks going back and to in the neighborhood, children going to school, men folks tramping about from one farm to another, or from

one lot to another, have got just as good a sidewalk as they have on Genesee street in Utica - and I like it better than stone sidewalks. It is a benefit to the property. It takes us out of the country and puts us right into town. Why, there is n't an hour of the day but what I could send a message to town or city for a doctor, or for anything I might want. These bicycle people are mighty accommodating, though some of the boys are saucy and act as though they owned the country. If the farmers knew which side their bread was buttered on they would not only help build these paths, but would give a little work every year in keeping them in repair." - *Utica Observer*.

"WHEELMEN'S DAY," September 28, at the Interstate Fair, Trenton, N. J., was one of the big cards of the event. This has been the result wherever "Wheelmen's Day" has been made a part of the fair programme. It promises to be a very popular feature next year.

A MAN'S character does n't depend altogether on the high standing of his collar.

SIDE-PATH BUILDING.

Paths should be laid out so that the line of path shall be about five feet from the fence, thus allowing ample room for walk, and make the width of the path from five to seven feet and grade and raise the path on a level with sidewalks, turning a deep furrow on the outer edge for a gutter and protection from wagons. This will give the pedestrians, cyclists and wagons separate and distinct sections for travel. By having the walk and wheelway on a level gives the timid riders more confidence, they thus being able to turn out to avoid any possible danger.

We have experimented during the past year with two plans of construction. First, grading and raising the pathway about one foot from the road bed and making the wheelway flush with sidewalk and placing cinders on top. Second, by throwing a furrow on either side of a five-foot space, thus throwing all the dirt on top and raising the wheelway, making a gutter on either side and then placing the cinders on top. Throwing out the element of cost, it is my opinion that the first plan of construction is the better. It was the general idea to simply remove any obstructions in the way of stones, undergrowth, etc., and place the cinders or gravel used directly on the grass. The question of material for the top, whether to be of cinders, gravel or slack, is an open one. Cinders, on account of buoyancy, life and quick drying after heavy rains, appear to have the call. The gradient may, under ordinary circumstances, follow that of the land over which the wheelway is to be built, care, of course, to be taken that proper drains be put in to prevent the washing of the wheelway.

It has almost been impossible to obtain exact figures as to what a certain section of wheelway has cost to build or what it cost to build a mile of wheelway. The New Hartford section cost about \$500, being about two miles in length. The New York Mills section, a little over three-quarters of a mile, cost about \$250. Both of these sections were graded and raised to a certain height and made about seven feet wide. One was dressed with cinders and the other with gravel. It is my idea that it is better to build two miles of path, with the result of having wide and well-constructed wheelways that will last for years, than to attempt to build a great number of miles of narrow and shallow paths, that are liable not to last over one season. Nine-tenths of the cyclists of this city do not take trips of over seven to ten miles, and they want good, wide wheelways for these trips.

The repairs placed upon the paths this year have been small. I would recommend that provision be made for hiring a suitable man to make all necessary repairs and to keep the wheelways in proper condition.

The effort to raise money to build what wheelways we already have, has fallen on the few people who were enthusiastic enough to devote a great deal of their time to the subject. Very few voluntary subscriptions were received.

The league's plan was to raise all the money possible by popular subscription, and then to solicit all cyclists to join the league, and pay an annual due of fifty cents. We thought that, with an estimated five thousand cyclists in Utica and vicinity, we could reasonably expect a membership of at least two thousand. This would give us about \$1,000 to build and equip additional miles of wheelways. Upon looking over the membership books and counting the number of name-plates left, the result shows that less than one-fifth of the cyclists of Utica and vicinity were willing to contribute the small sum of fifty cents per year. Although great enthusiasm was manifested at the first meetings, yet, when the question of finance was broached, it shows that only a few would contribute, while some, who afterwards and who do to this day use the wheelway more or as much as anybody else, spoke depreciatingly of the subject, stating that the road was good enough, and that they were not going to throw any of their money away on such things, etc.

It being very evident that subscription is a very poor way to raise money for any public improvement, we advocated the passage of the wheelway bill, which provides for a pathway commission and a tax on wheels. It was simply a movement on the part of the cyclists to tax themselves to supply good riding surfaces throughout the country. The plan, we thought as being one entirely feasible, interferes with no one, keeps the bicycle off the sidewalks and highways, and the convenience thus provided to be paid for by those who use them. To quote an enthusiast, we believe, as he did, that what was used by all and needed by all should be paid by all. The bill, in its passage through the Legislature, was robbed of its essential features, and no effort was made to influence the Common Council of Utica to recommend the passage. Wherein the Common Council of Utica should have a voice in the matter, we were unable to see, as not an inch of the path would be in their jurisdiction.

To provide funds for the future, I am of the opinion that, unless we can obtain passage of the wheelway commission bill, our only hope is to attempt, by moral suasion and example, the shaming people into contributing their fifty cents for membership. — CHARLES D. WHITE, President of the Oneida County Wheelway League, in his first annual report.





WINTER RESORT ROADS.

The advantage of having good roads at summer resorts was never so strongly shown as during the present season. And what is true of northern summer resorts is equally true of southern winter resorts.

The locality that can offer the very best roads will present a strong drawing card. People with enough money and leisure to go on extended outings, will, in most instances, desire to do more or less riding and driving. This is particularly true of winter resorts, inasmuch as boating constitutes a small part of winter pastimes.

Many of the southern towns and cities are realizing the true condition of things, and are taking steps toward making the needed improvements.

The wheelmen of Atlanta, Ga., are looking forward with no little interest to the reorganization of the Good Roads Club, which takes place on Oct. 16th.

It is the intention of those at the head of the club to obtain the hearty co-operation of all wheelmen, and when this has been done and the club fully organized, it will be able to work much good in the city. The club has for its object, as its name indicates, the building of and keeping in repair good roads throughout this city and county.

Other towns in the "Sunny South" are looking after their best interests by providing fine streets and good roads. No town with highways of mud or sand need apply. People do not care to go on an outing and pay for such luxuries.

GOOD ROADS AND PROSPERITY.

Good roads are as essential to the prosperity of the country as the proper machinery for cultivation is to the farmer. A farm that is easily accessible, by reason of good roads, is worth double to the owner what it would be otherwise. In no country are good roads so easily obtainable, with so little cost as they are here, and in no State is so little attention paid to them. Little chuckholes are left until they become dangerous, a plank breaks in a culvert and it goes until some valuable animal has become crippled. Road overseers start in some work by tearing up the road and then leave it

unfinished for months while the public is compelled to drive around the obstruction. Our road laws are faulty, we admit, and under them it perhaps is impossible to have good highways, but at the same time it is within our power to elect men to the somewhat humble and not very lucrative office of road overseer who will take an interest in working the roads. Let property owners and neighbors in each respective district get together before election day, and decide upon some man who will fill the office right, and not leave it until the last day, and then perhaps by a dozen votes put some one in who cares little and has no interest whatever to prompt him. — *Leader*, Irving, Kan.

GEORGIA'S CONVICT LAW.

The next General Assembly relative to the disposal of the convicts will provide for a general stockade system that will permit of the constant improvement of the country roads during workable weather and afford other means of employment during severe weather.

How best to settle the convict question has been the text of many lectures and innumerable editorials, and the trend of popular opinion is towards the above outlined plan. Clarke county is not to wait for the general measure, however, and it will have perfected a similar system long before the State machinery is put in motion. The Good Roads movement is constantly growing, and soon the State of Georgia will be as conspicuous for her graded highways as she is now for her dangerous gullies. — *Banner*, Athens, Ga.

GOOD ROADS IN INDIA.

India is a land of good roads. Between all the larger towns well-shaded macadamized roads are to be found. The average city pavements of Chicago, St. Paul or New York are not as good as these long stretches of well-built roads, with their culverts of solid stone masonry, and their whitewashed mile-stones shining like solitary monuments in the hot sun. There is an enormous outlay of money and labor in blasting and buttressing, macadamizing these roads; but in developing the agricultural and commercial interests of the mountain regions they are worth all and more than they cost. The inner ranges of the Himalayas furnish perfect climate and soil for the production of tea and all the fruits of the temperate zone. Hundreds of thousands of acres of tea plants have been put out since these cart roads, as they are commonly called, were built. Thousands of Englishmen are employees in managing these estates, and all their supplies of food, building material and machinery are brought to them, and all the products of the estates are carted out to the various terminals. Cart drivers haul by weight and can make from 50 cents to \$1.00 per day. A day's journey going up hill, loaded, is from eight to ten miles. Going down from fifteen to twenty. — *Epworth Herald*.

League of
American
Wheelmen

Official Department...

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WEST VIRGINIA Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling.

WISCONSIN Chief Consul, W. A. Brown, Marinette Secretary-Treasurer, M. J. Roiter, 95 E. Water St., Milwaukee.

WYOMING Chief Consul, C. P. Hill, Cheyenne Secretary-Treasurer, Joseph Penning, Carey J. N. Morgan & Co., 22 Old Broad St., London, E. C.

RENEWAL BLANK

ABHOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Date of Expiration

Number

Name

Street and No. or P. O. Box

City

State

City and Division in which my home is and to which I should be addressed

Bulletin will be stopped at date of expiration.

APPLICATION for Membership in the L. A. W.

I hereby certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members for three other reputable citizens named below.

Name

Street or Box

City or Town

State

Cycle Club

Write references on margin below.

If you want a waterproof ticket holder, made of the best call-kn with a replaceable for ticket, where it can be easily exposed to view and a pocket for personal cards, send as cents. If you want your name gold stamped on the holder, send 5 cents. Celluloid holder, 10 cents.

ABHOT BASSETT.

12 Pearl St., Boston, Mass.

BADGES AND BUTTONS.

L. A. W. BADGE.

with royal purple rim. Gold, \$2.00.
Heavy plate, \$3.00. Sent by in-
sured mail.

OFFICIAL CAP PIN.

Size of cut. Enamelled front
in colors. Mailed to any ad-
dress for thirty-five cents.

OFFICIAL
LAPEL BUTTON.

Mailed to any address for
twenty-five cents. The name
button with catch pin for ladies' use.

Send orders for the above to

ABERT BANSSETT
12 Pearl St., Boston Mass.

DO NOT SEND POSTAGE STAMPS.

VETERAN BAR.

Any member who has been
connected with the L. A. W.
for ten consecutive years is
entitled to wear the bar.
The bar is of gold, with the
word "Veteran" in enamel.
Send orders to the secretary accompanied
by the price of bar, \$2.50. Bar with gold badge at-
tached, \$5.50. Members holding numbers less than 3500
may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and
moderate in price. It is of celluloid, steel bound, and
it exhibits both sides of the ticket without exposing it to
wear. It will be sold for ten cents.

STANDARD LEAGUE BADGE.

In order to supply a "long felt want" we have had
made what we call the Standard League Badge.
It has a royal purple rim and is made in two qualities.
The gold badge will send by mail for \$2 and a
silver badge for \$1. Those who desire a neat and in-
expensive badge may order of us.

ABERT BANSSETT, Sec'y.
12 Pearl St., Boston, Mass.

BADGE FOR THE LADIES.

We have had a few badges of the standard quality
set with a turquoise instead of a garnet. We recom-
mend these for the ladies, and can supply them in the
two-dollar badge only.

RACINO BOARD.

Declared Professionals.

T. M. Mercer, Little Rock, Ark., clause (b).
A. H. Huggins, Sioux City, Ia., clause (f).
F. A. Rodriguez, Jr., Donaldsonville, La., clause (a).
W. F. Crothers, San Antonio, Tex., clause (a).
W. H. Guyot, New Orleans, La., clause (f).
C. J. Godfrey, San Antonio, Tex., clause (f).
M. D. Bringer, Donaldsonville, La., clause (f).
B. T. Bringer, Donaldsonville, La., clause (f).
J. T. Nolan, Jr., Donaldsonville, La., clause (f).
R. H. Hufschmidt, San Antonio, Tex., clause (f).
W. A. Harbau, New York City, N. Y., own request.
Steve Farrell, Rockville, Conn., clause (a).
Joe Clark, East Hampton, Conn., clause (a).
C. A. Christensen, East Hampton, Conn., clause (a).
Fred H. Palmer, Foxcroft, Me., clause (f).
Jack Mercer, Topeka, Kan., clause (a).
Charles Gregory, Minneapolis, Minn., clause (f).
H. B. Leasman, Newell, Ia., clause (a).
H. B. Hyde, Rock Island, Ill., clause (b).
Al Appel, Chicago, Ill., own request.
Ed. Heil, Chicago, Ill., own request.
Louis T. Lott, Chicago, Ill., own request.
P. D. Fitzpatrick, Chicago, Ill., own request.
Walter Simkin, Chicago, Ill., own request.
C. G. Frick, Chicago, Ill., own request.
John Fisher, Chicago, Ill., own request.
H. M. Miller, Chicago, Ill., own request.
F. S. Reeves, Chicago, Ill., own request.
K. H. Damier, Chicago, Ill., own request.
C. Hamer, Chicago, Ill., own request.
Vincent Loos, Chicago, Ill., own request.
C. Fournier, Chicago, Ill., own request.
S. Buckett, Chicago, Ill., own request.
J. H. Roatton, Chicago, Ill., own request.
J. H. Schroeder, Chicago, Ill., own request.
H. H. Knepper, Chicago, Ill., own request.
T. J. Ryan, Chicago, Ill., own request.
C. E. Waterman, Chicago, Ill., own request.
C. H. Leopold, Chicago, Ill., own request.
F. L. Fudge, Chicago, Ill., own request.
W. W. Jett, Chicago, Ill., own request.

T. H. Dickinson, Chicago, Ill., own request.
Virgil Asher, McLeansboro, Ill., clause (a).
E. S. Barbee, Great Falls, Mont., clause (b).
E. W. Davis, Everett, Wash., clause (b).
E. P. Gaffney, Seattle, Wash., clause (b).
W. H. Palmer, San Diego, Cal., clause (b).
R. T. Walsh, San Diego, Cal., clause (b).
W. H. Norman, Los Angeles, Cal., clause (b).
J. D. Loderick, Los Angeles, Cal., clause (b).
J. Henry Little, Lodi, Cal., own request.
Joseph S. Rice, Wilkesbarre, Pa., clause (b).
Fred Muxfeldt, Bloomington, Ill., clause (a).
W. Koeler, Bloomington, Ill., clause (a).
James Dixon, Bloomington, Ill., clause (a).
S. C. Baker, Brownwood, Texas, clause (b).
I. D. Cabanne, St. Louis, Mo., clause (a).
F. W. Stevenson, Omaha, Neb., clause (a).
Roy Sims, Nashville, Tenn., vote of L. A. W. Racing
Board, clause (f).
Preston Barry, Nashville, Tenn., vote of L. A. W.
Racing Board.
Marshall Metz, Nashville, Tenn., vote of L. A. W.
Racing Board.
P. J. McIntyre, Nashville, Tenn., vote of L. A. W.
Racing Board.
Paul Mortimer, Nashville, Tenn., vote of L. A. W.
Racing Board.
Joshua Lindley, Trenton, N. J., vote of L. A. W.
Racing Board, clause (f).
P. S. Davis, Bryn Mawr, Pa., vote of L. A. W. Racing
Board, clause (f).
C. S. Taylor, Des Moines, Ia., clause (a).
Charles Smith, Garner, Ia., clause (a).
Charles Stangl, La Crosse, Wis., clause (a).
Fred A. Weage, Chicago, Ill., own request.
F. W. Holmes, Kalamazoo, Mich., own request.

Suspended Pending Investigation.

L. I. Miner, Elmira, N. Y.
F. P. Bennett, Pottsville, Pa.
Suspended.
Thirty days, from September 16, unsanctioned races,
George Dorman, George S. Walker, J. A. Craig, Ed.
Jordan and William Wilcox, Crenshaw, Wis.
Six months, from September 23, for false entry, John
Gregory, James J. Gregory, Newark, N. J.
Thirty days, from September 18, unsanctioned races,
W. W. Weisell, Bluffton, Ind.; E. M. Wallick, Peru,
Ind.

Thirty days, from September 16, unsanctioned races,
George Dorman, George S. Walker, J. A. Craig, Ed.
Jordan and William Wilcox, Crenshaw, Wis.
Thirty days, from September 21, unsanctioned races,
Frank Hall, Freeman Lake, Ed. Thompson, Rice Lake,
W. Herman Taylor, Lakeview, Wis.

Ninety days, from September 17, unsanctioned races,
H. A. Clark, F. E. Paige, Batavia, N. Y.; Lee Nichols,
Brookport, N. Y.; H. Willis, Rochester, N. Y.
Thirty days, from September 17, unsanctioned races,
John Hubbell, Ed. Shea, Trumansburg, N. Y.; H. W.
Strong, Ithaca, N. Y.

Ninety days, from September 16, unsanctioned races,
after warning, Albert Gaulin, F. E. Bolger, Peter
Holmes, Edward Beauchamp, Ed. Smith, Ed. Nelson,
Louis Johnson, Joe Gouley, Walter Hessel, Martin
Anderson, N. D. Green, John Johnson, V. Aronson,
M. McKee, Louis Terrell, August Aronson, Edw.
Swanson, Escanaba, Mich.

Thirty days, from September 16, unsanctioned races,
George P. Brooks, Guy W. Butler, Charles C. Thomas,
Frank Luc, Ben Hayes, Bert Smith, Dwight Mar-
shall, Farmington, Me.; F. E. Sawyer, Guy Everett,
J. Toothaker, Phillips, Me.; Fred Muxfeldt, W.
Rosen, James Johnson, Bloomington, Ill.

Thirty days, for false entry, B. C. Fuller, New York
City, N. Y.

Thirty days, for false entry, H. C. Gieghagan, Lock-
port, N. Y.

Thirty days, from September 26, unsanctioned races,
Charles Stangl, La Crosse, Wis.; C. S. Taylor, Des
Moines, Ia.; Charles Smith, Garner, Ia.

For unfair dealing in connection with cycle racing,
Robert McIntyre, H. A. Seavey, Waltham, Mass., for
six months.

An additional year has been added to the term of
suspension of M. C. Lawrence, New Orleans, La.,
making his suspension terminate Aug. 10, 1907.

Permanent Suspensions.

For competing in Sunday races, unsanctioned, W. H.
Norman and J. D. Loderick, Los Angeles, Cal.

Suspensions Removed.

B. T. Bringer, New Orleans, La.
M. H. Bringer, New Orleans, La.
J. T. Nolan, Jr., Donaldsonville, La.
Fred H. Palmer, Chicago, Ill., own request.
Virgil Asher, McLeansboro, Ill.

Harry Burroughs, Vineland, N. J.
E. M. Humphrey, Columbus, O.

Records Accepted.

Paced, flying start, against time, May 23, 1906, Amos
B. Hughes, Denver, Col., 4 1/2 miles, 1 1/4; 5 1/2 miles,
1:22 1/4; 3 mile, 1:50 2/3; 2 1/2 miles, 1:54 1/2.

Paced, standing start, competition, 1 mile, 2:00 2/3;
Frank F. Brunsford, Jr., Astoria, Ore.

Sanctions Granted.

Oct. 12, 24—Territorial Fair Ass'n, Albuquerque, N. Mex.

Oct. 9—Baldwin Dist. Fair Ass'n, Staunton, Va.
Nov. 17—West Side Ath. Club & Co., New York
City, N. Y.
Oct. 9—Hudson Co. Wheelmen, Jersey City, N. J.
Oct. 17—Penna. K. R. Dept., V. M. C. A., Phila-
delphia, Pa.
Oct. 10—Kenya C. Ass'n, Haverhill, Mass.
Oct. 10—National Finance Committee, Denver, Col.

NEW JERSEY DIVISION.

The Nominating Committee met at the Elizabeth
Athletic Club on Friday evening, Sept. 25th, and made
the following nominations:

Chief Consul.—C. Frank Kirker, Newark.
Vice Consul.—Fred J. Keer, Paterson.
Secretary and Treasurer.—James C. Patterson, Tren-
ton.

State Representatives.—Dr. A. J. Wright, Montclair;
Henry Jackson, Salem; F. H. Smith, Jersey City;
James C. Trenton; Frank G. Tower, Islandia;
E. O. Chase, Newark; A. F. Ruelker, Hoboken; J. E.
E. Davis, Bridgeton; George D. Roe, Lakewood;
F. T. Bates, Hackensack; Henry H. Trippett, Man-
clair; M. R. Kaddorow, Merchantville; Walter Sa-
liger, Morristown; P. B. Lovell, Moorestown; J. Far-
ber, Englewood; D. Harvey Iredell, New Brunswick;
P. A. Brock, Trenton; J. M. Emery, Atlantic Highlands;
G. H. Mallalieu, Paterson; R. E. Stewart, Roselle;
Frank Terhune, Passaic; J. Herbert Potts, Jersey City.

NEW YORK STATE DIVISION.

STOP THIEF—\$25.00 REWARD

Will be paid for information leading to the detection
and conviction of any person guilty of stealing a bicycle
from any member of the New York State Division.

ISAAC B. POTTER, Chief Consul.
VAN DERBILT BUILDING, New York, N. Y.

Stolen, Tuesday, Sept. 23, 1906, a navy-colored
"Harvard" bicycle, No. 54,460. Number on bottom of
crank hanger. Arrest person having wheel in their
possession, and telegraph to K. M. Morrison, 1002
Penn. First National Bank, Ballston Spa, N. Y.

NEW HAMPSHIRE DIVISION.

The nominating committee of the New Hampshire
Division have returned to me the following ticket in
election:

Chief Consul.—George H. Phinney, Manchester.
Vice Consul.—Frank C. Kellogg, Manchester.
Secretary-Treasurer.—Robert T. Kingsbury, Keene.
P. A. Brock, Trenton; J. M. Emery, Atlantic Highlands;
G. H. Mallalieu, Paterson; R. E. Stewart, Roselle;
Frank Terhune, Passaic; J. Herbert Potts, Jersey City.

The nominating committee was: H. H. Scott, Man-
chester, Chairman; J. B. Hyland, Keene; T. F. M.
Ade, Nashua; C. W. Hazlett, Portsmouth; H. I.
Dodge, Manchester.

RHODE ISLAND DIVISION.

The following nominations have been made:
Chief Consul.—Geo. L. Brown, Providence.
Vice Consul.—John H. Barrett, Providence.
Secretary-Treasurer.—Nelson H. Gibbs, Providence.

Representatives.—Chas. F. Champlin, Westerly;
J. Henry Cremin, Newport; Frank G. Ferry, Wake-
field; J. Richmond Parn, Providence.

NELSON H. GIBBS, Sec. Treas.
PROVIDENCE, R. I., Oct. 2, 1906.

RHODE ISLAND DIVISION ELECTION.

I have appointed the following as the committee to
count the ballots at the coming division election:
James A. Kinghorn, Chairman; 27 Weybosset street,
Providence, R. I.; Edward R. I., 1002 Penn. First
National Bank, Ballston Spa, N. Y.

PROVIDENCE, R. I., Oct. 1, 1906.

OHIO DIVISION.

LEAGUE HOTELS.
The Central House has been appointed the League
Hotel at Eaton, vice the Hotel Romanan. Rates
meals or lodging, 25 cents. Hot League baths, 15 cents.

The Hotel Warden has been appointed the League
hotel at Newark, O. Rates: Meals or lodging, 25 cents
each. Bath, 15 cents.

ARTHUR H. HANSON, Sec. Treas.
CHILLICOTHE, O., Oct. 1, 1906.

KENTUCKY DIVISION.

LECTION COMMITTEE.
The committee selected to conduct the election of
officers of Kentucky Division to be held between
Oct. 15 and Nov. 15, 1906, consists of M. J. Fick,
E. W. Ledman and Thelma W. Lawson, with the
three named gentlemen as chairman.

By order of the chief consul
D. W. LAWSON, Sec. Treas.

KENTUCKY DIVISION.

Members of Kentucky Division who have earned
the gold pin offered for securing ten new members,
and have not yet received it, should file their claims, together
with list of names upon which claim is based, before
close of League year, Dec. 31, 1906. Accounts for the
current year must be closed on that date.

D. W. LAWSON, Sec. Treas.

ILLINOIS DIVISION ELECTION.

The attention of members is called to the following extract from the division by-law:

ARTICLE II.

Section 5. Candidates for chief counsel, vice counsel and secretary-treasurer must be nominated in writing to the secretary-treasurer, by at least thirty members, not less than ten from each of three districts. Candidates for representatives must be nominated in writing to the secretary-treasurer, by ten or more members residing in their respective districts.

Sec. 6. All nominations must be filed with the secretary-treasurer not later than the 15th day of October. This division being entitled to fifteen representatives, the representation to the Division Board of Officers for the ensuing election is allotted as follows:

First District, comprising all of Cook county, seven representatives.

Second District, comprising the counties of Lake, DuSable, Kane, Kendall, Will, DuPage, Ogle, McHenry, Lee, Whitehead, Carroll, Boone, Winnebago, Stephenson and Joe Davis, one representative.

Third District, Livingston, Kane, Kane, McLean, Ford, Iroquois, Champaign, Vermilion, Douglas and Edgar, one representative.

Fourth District, Bureau, LaSalle, Grundy, Putnam, Stark, Marshall, Knox, Woodford and Tazewell, one representative.

Fifth District, Peoria county, two representatives.

Sixth District, Adams, Mason, Logan, DeWitt, Cass, Menard, Sangamon, Seventy, Hancock, McDonough, Fulton, Adams, Brown, Schuyler, Pike, (area, Jersey, Calhoun, Scott, Rock Island, Henry, Madison and Warren, two representatives.

Seventh District, Macon, Piatt, Christian, Shelby, Moultrie, Coles, Cumberland, Clark, Jasper, Crawford, Richland, Lawrence, Edwards, Adams, White, Latham, Hardin, Fayette, Effingham, Marion, Clay, Jefferson, Wayne, Franklin, Hamilton, Alexander, Pulaski, Massac, Union, Johnson, Pope, Williamson and Saline, Ninth Morgan, Macoupin, Montgomery, Madison, Bond, Clinton, St. Clair, Washington, Monroe, Randolph, Perry and Jackson, one representative.

Geo. D. Locke, Sec. Treas. Illinois Div., L. A. W. JEFFERSON, ILL., Sept. 29, 1929.

ALABAMA ELECTION.

Nominations by Birmingham Cycle Club:

Chief Counsel—A. McLeod.

Secretary-Treasurer—J. M. Pickens.

BIRMINGHAM CYCLE CLUB, J. M. PICKENS, Sec.

EXPIRATIONS.

Memberships numbered up to and including

86,771

have expired by limitation, and unless they have been received a renewal should be forwarded within sixty days.

Expirations in October:

Oct. 4	88,818 to 88,771
11	88,772 to 89,059
18	89,060 to 89,257
25	89,258 to 89,868
Nov. 1	89,869 to 89,868

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are on the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 4-cent stamps for a Constitution and By-Laws.

Houston, Oct. 9, 1929.

Total 720—68,807.

Over 132,000, COLORADO, 3-741.

Durango, W. C. Durango

90 Garfield, Hart, box 913, Durango

Unattached.

2 Gist, David R., Salina

3 Lott, N. G., Salina

Over 132,000, CONNECTICUT, 0-1283.

800 Side W. C.

964 Park, E. B., 379 State st., Bridgeport

Meriden Wheel Club, Meriden

3 Davis, Edw' S., So. Colony, Meriden

6 Wilcox, Chas. H., Compo Road, Westport

Unattached.

7 Tower, Olin F., 11 Observatory Hall, Middletown

8 Parker, Henry Comstock, Mystic

9 Lewis, Geo. W., 50 Dwight st., New Haven

Over 132,000, DISTRICT OF COLUMBIA, 2-296.

670 Brook, F. B., Atlantic bldg., Washington

Crabbe, E. J., 818 N. Carolina ave., "

2 Grimes, H. E., 414 C. S. E., "

3 Stockett, John, 244 8th st., N. E., "

4 Stockett, Wm. E., No. Carolina ave., "

5 Hildreth, Wm. W., 104 10th st., N. W., "

Over 132,000, GEORGIA, 3-02.

670 Hill, J. W., 129 Spring st., Atlanta

7 Bishop, E. L., 2 Equitable bldg., "

8 Hampton, Arthur, Democrat

Over 132,000, ILLINOIS, 1-4-128.

South Side C. C.

679 Kopf, Chas. F., 4743 Indian ave., Chicago

Elgin C. C.

680 Hark, W. R., 384 Park st., Elgin

Jerseyville C. C.

1 Warren, Harry A., Jerseyville

C. C. C. C.

2 Burleigh, F. D., 111 West 8d. sq., Springfield

3 Hagler, Dr. Elmer E., box 1301, "

Unattached.

4 Metter, Adolph, 530 East Second st., Alton

5 Durran, Viola, 1400 N. Western ave., Chicago

6 Mullen, Daley, 3908 State st., "

7 Paterson, James W., 4100 No. Ashland ave., "

8 Hamberger, Col. L. M., Chic. Ath. Club, "

9 Hark, W. R., 384 Park st., Elgin

680 Darling, Byron C., 21 Crampton Hall, Jacksonville

1 Nite, F. M. D., "

2 Crawford, Chas. G., box 751, "

Over 132,000, IOWA, 13-045.

Bloomington C. C.

683 Rawlins, Osa A., Bloomington

Bremen C. C.

4 Helminger, W. H., Bremen

5 Zig Zag B. C., "

6 Ditzel, Harry L., 191 Coburn st., "

Unattached.

6 Thornton, Geo. D., 1405 M St., Indianapolis

7 Hall, Mrs. Wm. Western Hotel, Bedford

8 Perrine, V. B., box 11, Columbus

9 Craft, A. R., 408 Rdway, Indianapolis

700 Foele, Edward A., 440 No. Meridian, "

1 Perry, C. C., 25 Newman st., "

2 Murray, S. R., 322 E. North st., "

3 Monroque, C. Jr., 188 E. Wash., "

4 Timms, H. S., 1249 N. Penn st., "

5 Johnson, W. L., box 88, Seymour

Over 132,000, IOWA, 3-1379.

Unattached.

700 Ford, Nathan, 672 17th st., Des Moines

7 Kramer, Louis J., Elkhart

8 Loring, Philipab M., Mason City

Over 132,000, KANSAS, 4-708.

Salina B. C.

700 Rater, H. F., Salina

710 Irum, Frank, "

1 Galsano, S., 118 W. Iron ave., "

2 Stevenson, M. C., "

Over 132,000, KENTUCKY, 1-1210.

Unattached.

715 Anshel, H., 4 Balfour av., Lexington

Over 132,000, LOUISIANA, 25-240.

Southern Wheelmen.

714 Bowling, B. Winchester, 3015 St., New Orleans

5 Kerkam, H. E., 18 Custom House, "

Unattached.

6 "Stirling, Mrs. R. Winchester, 3015 St., "

Charles ave., "

7 Seghers, E. H., 735 Race st., "

8 Waterman, Miles, 8, 1448 Jackson ave., "

9 Betchum, Frank, 408 Magazine, "

720 Faust, Frank L., 611 Common st., "

1 Kennan, Ben W., 327 St. Charles st., "

2 Wolfe, Garland, 121 Bayonne st., "

3 Barkhill, J. W., 2627 De Soto, "

4 Brockman, Geo. H., 1630 Lafayette ave., "

5 Omsard, Jules, 1018 N. Knapp st., "

6 Delser, Prof. J. Hanno, 2220 Breuille ave., "

7 Hart, Henry P., 327 S. Charles, "

8 Givert, Leon G., 2425 Esplanade, "

9 Givert, Leon G., 2425 Esplanade, "

730 Heulien, Joe P., 2323 Annunciation, "

1 Haskovitch, Jacob, 434 S. Hamppart, "

2 Leonski, H. L., Jr., 305 Camp, "

3 Leonski, H. L., Jr., 305 Camp, "

4 Brunner, Aug. Jr., 815 Jackson ave., "

5 Spearling, J. Zach., 337 St. Charles st., "

6 Varg, W. H., 1420 Terapahore st., "

7 Woeste, H. C., Peter Heilwege & Co., "

8 Dymond, Richard, La State University, Baton Rouge

Over 132,000, MARYLAND, 11-1180.

Clifton C. C.

730 Hart, Henry Jr., 1747 N. Chester, Baltimore

Unattached.

740 Magruder, John Habbell, box 244, Annapolis

1 McComas, Rev. Joseph Patton, Mary., "

2 Pope, M. W., 6 Maryland ave., "

3 Chandler, J. S., 1821 Park ave., Baltimore

4 Lott, N. G., 28 S. Charles, "

5 Grace, Jacob, 432 East 20th, "

6 Scutell, F. W., Jr., 2000 Linden ave., "

7 Sedden, Wm. G., rm. 652 Equitable

8 Taltier, George R., Jr., 620 Equitable

bldg., "

9 Taylor, Harry S., 1808 Faneuil pt., "

Over 132,000, MASSACHUSETTS, 20-

0-27D.

M. C. C.

750 Jones, Chas. M., City Hall, Cambridge

Mattapan Road Club, Mattapan

1 Parker, Percy C., "

Unattached.

2 King, Mrs. Wm. Grace, 17 First st., Attleboro

3 King, Benj. P., 17 First st., "

4 Colman, J. S., 57 Marlboro st., Boston

5 Greenleaf, Lewis S., Hotel Ludlow, Char-

leston, "

6 Kilwich, Anthony, 35 Hollis st., "

7 Stephens, F. G., 20 Sawyer st., "

8 Huch, H. C., 135 Oliver st., Fallowell

9 Lombard, E. J., box 274, "

760 Murphy, E. W., 315 Columbus ave., "

1 Merrin, Stephen L., 20 Exchange pl., "

2 Butler, Robert R., 24 Commerce st., "

3 Putnam, Charles P., 63 Marlborough st., "

4 Curtis, E. D., 2 Littleton Club, Cambridge

5 Crowley, T. J., 37 Mt. Vernon st., "

Unattached.

6 Vining, Frank C., 17 Willard st., Chelsea

7 Swint, J. W., 99 Maverick st., East Boston

8 Canale, Herbert C., 100 S. Fawcett, "

9 Higelow, Enoch H., box 212, Framingham

770 Balch, Edward E., 143 Merrimack st., Haverhill

1 Hrebner, Fred, 13 Union ave., Jamaica Plain

2 Moore, Frank P., 24 Summer st., Lawrence

3 Thompson, H. M., 208 Pawtucket st., Lowell

4 Reid, Robt. A., Hyde ave., Newton

5 Perry, Frank, 28 Winter st., N. Woburn

6 Read, Allen P., 278 Elm, Pittsfield

7 Woodruff, J. H., West Stockbridge

8 Blake, George D., Williamstown

Over 132,000, MICHIGAN, 6-029.

Detroit W. C.

779 Beau, M. R., 553 Champaign st., Detroit

Ypsilanti L. W.

780 Ury, Fred W., 415 Ballard st., Ypsilanti

1 Patterson, W. W., 169 No. Hamilton st., "

Unattached.

2 Neughton, Kent, 125 Selden ave., Detroit

3 Tappay, Ernest T., 141 Fort W., "

4 Gilmour, Matthew, J. A., box 27, Ypsilanti

Over 132,000, MINNESOTA, 11-411.

L. A. W.

785 Bowditch, F. L., 2112 Emerson ave., N., Minneapolis

Over 132,000, MISSOURI, 4-2114.

Star B. C.

786 Norris, D. Harry, Jr., 610 East 12th st., Kansas City

Tower C. C.

7 Steinlage, Jms. C., 6321 Florissant ave., St. Louis

Unattached.

8 Abbott, Mrs. C., 948 1/2 Maple st., "

9 Argo Ernest, Blackmer & Post, "

Over 132,000, NEBRASKA, 3-277.

Premont Wheel Club.

790 Andrews, Herbert H., 550 N. Platte ave., Fremont

1 Beck, G. E., "

2 Colson, Burnett, 1505 Nye ave., "

Over 132,000, NEW HAMPSHIRE, 1-

34.

Unattached.

793 Tucker, J. Irwin, Exeter

Over 132,000, NEW JERSEY, 20-

4,400.

Belleville W. C.

794 Bennett, Wm. N., Belleville

5 James, Chas., "

6 Perry, Oliver H. Jr., "

7 Sobel, Wm. 87 Pine st., Newark

8 Thompson, Geo. S., 255 1/2 Clinton ave., "

9 Wilson, Edmund J., 16 Montclair ave., "

800 William, Alfred, 945 Lake st., "

Hackensack W. C.

1 Birley, Frank J., Hackensack

2 Huber, N. D., Main st., "

3 Levan, C. H., "

- Century of N. Y.
5 Stehl, W. E., 170 Webster st., Jersey City H'ts
Unattached.
6 Pasarellio, Frank P., 1114 Atlantic ave., Atlantic City
7 Phillips, L. G., 32 West 24th st., Bayons
8 Sharpe, Geo. H., 170 Belleville, Belleville
9 Jamison, John A., Jr., 145 Wash. ave., Bloomfield
810 Negus, W. S., Bound Brook
11 Stoker, Geo. W., 537 Penn st., Camden
12 Weaver, Haley R., 212 Federal, " "
13 Dressler, Wm., 622 Benson st., " "
4 Baker, J. O., Hackensack
5 Tompkins, Geo. C., 1225 Bloomfield st., Hoboken
6 Magill, R. H., 43 Congress st., Jersey City
7 Hyman, Lewis, Newark
8 Fernandes, Guy D., Magnolia
9 *Pirson, Miss J. Emily, Wyoming ave., Milburn
820 Clark, Myron H., 791 Parker st., Newark
1 Lukens, Edmund T., Oxford Furnace
2 Lukens, Mrs. Edmund T., " "
3 Ackerman, Walter B., Wash. st., Paterson
4 Pearson, F. B. N. W., Princeton
5 Thomas, Tylilio, Rochella Park
6 Reeve, Dattia, 2 Southard st., Trenton
7 Durkes, Francis, 662 Lewis st., Union Hill
8 Arnold, Oscar M., box 178, Westfield
9 Fogg, E. S., Woodstown
830 Wright, Frank, " "
1 Coleman, John, Valley Road, West Orange
2 Unattached, NEW MEXICO, 2-38.
832 Coleman, W. H., Jr., Correll
3 Dame, William E., " "
Over 132,000, NEW YORK, 278-19,127.
North End W.
854 McClinty, John E., 470 Broadway, Albany
Bay Shore W.
6 Jones, Wm. R., box 300, Bay Shore
6 Rowland, H. W., box 211, " "
7 Schwab, W. J., box 228, " "
Triangle Club.
8 Woodcock, Dr. W. H., 194 Adelphi st., Brooklyn
Vamoose B. C.
9 Clark, John L., 746 Third ave., Brooklyn
860 Devlin, James, 212 24th st., " "
1 Krombach, Louis, 81 ave. and 26th st., " "
2 Freemy, William A., 227 26th st., " "
3 Pascoast, Geo. R., The Journal-Tribune bld'g, " "
4 McDonald, Wm. H., 228 Price st., New York
Kanewoa - " "
5 Youmans, E. T., 411 E. Church st., Elmira
Lake Side W. C.
6 Stacey, J. B., South Main, Geneva
Lockport W.
7 Walls, Wm. H., Lockport
Astoria C. C.
8 Adt, Henry, 78 Broadway, Long Island City
Century Wheelmen.
9 Clark, D. H., 44 Pine st., New York
Fire Dep't B. C.
860 McAtree, John F., 816 East 37th, " "
Gotham Wheelmen.
1 Jagmetty, Alfred, 7 West 43d, " "
Mecca Wheelmen.
2 Hyams, D. H., East 87th, New York
Yorkville C. C.
3 Bauer, Dr. F. M., 225 East 86th, " "
4 Knackstein, L. L., 138 East 86th, Amrita C. C.
5 Swift, Chas. W., 101 So. Hamilton, " "
Poughkeepsie B. C.
6 Pongkeepsie B. C., 122 Jewett ave., Poughkeepsie
Unattached.
7 Brown, Lisabeth S., West Main, Angelica
8 Wray, Frederick, 115 Prospect place, Auburn
9 Hills, William, 77 South st., " "
860 Bellin, Philip, 21 Park st., Albany
1 Carleton, Arthur S., 435 Clinton ave., " "
2 Craig, J. Sherman, 5 Englewood place, " "
3 Fanning, E. L., care M. J. Higgins & Co., " "
4 Hall, Chas. R., 304 Wash. ave., " "
5 Laling, John C., 9 Blocker place, " "
6 Knepfer, James G., 97 Schuyler, " "
7 Baker, Samuel R., 122 Fifth st., " "
8 *Atwater, Mrs. Lyman, Bath on Hudson
9 Greene, George B., 53 Carroll, Binghamton
870 Berner, Chas. E., 470 2d st., Brooklyn
1 Chapin, Henry S., 315 Prospect place, " "
2 Finley, John, 293 Park ave., " "
3 Groach, Dr. Ang., 835 Grand st., " "
4 Holloway, James, 628 Lafayette ave., " "
5 Hawkins, H. B., 600 Myrtle ave., " "
6 Junemann, Christoph, 227 Lee ave., " "
7 Kegreles, Gus, 335 Elyria st., " "
8 *Merin, Miss Mattie, 202 St. James pl., " "
9 Hubbard, Dr. R. J., 626 Lafayette ave., " "
880 Rosenbaum, Emil G., 227 Rutledge st., " "
1 Sharpe, H. O., 762 Lafayette ave., " "
2 Turner, Miss W., 376 Sackett st., " "
3 Randolph, Russ W., 415 Wyckoff ave., " "
4 Macfield, Edward, 98 Cedar st., " "
5 Gruner, Charles C., 227 Wyckoff st., " "
6 Wacker, Alexander F., 362 Myrtle ave., " "
7 Woolnough, C. Jr., 1408 Dean st., " "
8 Brown, John, 124 Garfield pl., " "
9 Brehme, Gustave, 17 8th ave., " "
890 Racker, Henry Jr., 275 Adelphi st., " "
1 Allen, F. H., 50 Carlton ave., " "
2 Andriehoff, H., 1228 Broadway, " "
3 Bennett, Walter T., 1090 Gates ave., " "
4 Blumbeimer, Jacob J., 119 Sumpter, " "
5 Bonham, Ernest W., 440 Fulton, " "
6 Boudgberg, Robert Q., 434 Bedford ave., " "
7 Caslin, Stephen M., So. 8th st. & Kent ave., " "
8 Condon, Thos. F., 910 Jefferson ave., " "
9 Davenport, William B., 174 Wash. Park, " "
900 Eisenmajer, P. J., 704 Grand, " "
1 Fisher, William H., 124 Penn st., " "
2 Frost, Edward C., Cedar st., " "
3 Finke, Wm. D., 740 Prospect, " "
4 Gardiner, Dr. W. F., 175 6th ave., " "
5 *Gilbert, Mrs. Bella A., 14th ave., bet. 70th and 71st ave., " "
6 Gilbert, J. L., 14th ave., bet. 70th & 71st st., " "
7 Hegeman, John M., 236 Quincy, " "
8 Joell, E. F., 381 Throck, " "
9 Keith, Julius G., 31 St. Marks ave., " "
910 *Manvel, Mrs. Harriette R., 4 Clark, " "
1 O'Connell, Joseph, 125 Concord, " "
2 O'Connell, John W., 232 South 4th, " "
3 Oser, Henry Jr., 150 Floyd st., " "
4 Porter, J. G., 860 Macon, " "
5 Puel, E. H., 502 Greene ave., " "
6 Palm, Otto, 64 Fulton, " "
7 Rohm, Henry G., 207 Fifth ave., " "
8 Smith, Charles A., 254 Franklin ave., " "
9 Wood, Wm. T., 418 A. Halsey st., " "
920 Eckhart, Peter, 281 E. Genesee st., Buffalo
1 Harmon, L. K., 205 Cleveland ave., " "
2 Lansill, Fred'k F., 2462 Main st., " "
3 Rouvier, L., 190 Niagara, " "
4 Walverton, C. F., 48 Fulton st., " "
5 Haupt, Frederic C., 529 West ave., " "
6 Russell, Thos. A., 449 Main st., " "
7 Thompson, Miss Nettie, 155 Allen, " "
8 Bishop, Alvin B., " "
9 Collier, A. D., " "
930 Haight, John E., " "
1 Jones, E., 1051 Main, Clyde
2 Hasard, Wm. A., Cedarhurst
3 Nitzky, Barnt W., Castleton-on-Hudson
4 De Wolfe, John R., 81 East Concord, Corning
5 *Hobbs, Chas. J., Cobleskill
6 Hoff, George A., East Branch
7 Kemptage, Alfred J., Drawer 12, Elmira
8 Mander, Fred W., 1630 E. Church, Florida
9 Herbert, box 125, Florida
940 Tompkins, Ralph S., Flakhill-on-Hudson
1 Van Houten, J. E., " "
2 Travis, H. J., 276 Creston ave., Fordham
3 Threlk, H., 2112 Marion ave., " "
4 Storms, Frank, box 36, Garnerville
5 Brooks, Frederick P., box 25, " "
6 Felter, George C., box 26, Haverstraw
7 Browne, Am. J., 4 West Montgomery, Johnstown
8 Doubleday, Wm. H., Jr., 127 West Main, " "
9 Dimmer, John W., 29 West Main, " "
950 Singer, Chas. A., Larchmont
1 Eisler, Bela D., 45 North 8th ave., Mount Vernon
2 Freeman, Geo. H., 278 Summit ave., " "
3 Ackerman, W. B., Matteawan
4 *Gietter, Mrs. Paulina M., box 6, " "
5 *Johnson, Mrs. Belle B., box 490, " "
6 Stanborough, Dr. L. F., box 252, " "
7 Van Houten, F. J., " "
8 Contant, D. J., 116 Lander, Newburgh
9 Schreyer, A. J., 440 East 16th, " "
960 Paulding, Frederick, 25 Elm, New Rochelle
1 Alvord, Edwin Barbour, 30 Broad st., " "
2 Bonnett, Chas. P., 2622 Third ave., New York
3 Bows, John A., 63 Vesey st., " "
4 Bodin, Victor, 20th st. & 11th ave., " "
5 Desmar, Edward E., 722 Lexington ave., " "
6 Friedman, Edward, cr. The De La Vergne Ref. Co., " "
7 Fisher, Andrew W., 145 West 54th st., " "
8 Irwin, James W., 197 East 33d st., " "
9 Keller, John T., 488 Greenwich st., " "
970 Kendig, D. G., 60 West 80th st., " "
1 King, Fred, 34 E. 63d st., " "
2 Lery, Louis, 44 E. 63d st., " "
3 Lehman, H. H., (box 181, Williams-town, Mass.), " "
4 Leppert, R. E., 50 Leroy st., " "
5 Mackin, Geo. W., New York 25 N. R., " "
6 Mager, F. Robert, 342 East 50th st., " "
7 McNamee, T. H., Union Trust Co., " "
8 Michaelis, Max, 1067 Lexington ave., " "
9 Nichol, Frank M., Featherbed Lane Highbridge, " "
980 Oppenheim, S. D., 138 West 58th st., " "
1 Sigel, Isaac, 36 Chryste st., " "
2 Smith, Chas. W., 264 Greenwich st., " "
3 Schumann, Wm. M., 77 John st., " "
4 Smith, Henry, 35 East 80th st., " "
5 Thiele, Wm. F., 276 Greenwich st., " "
6 Ulmer, Fred M., 271 West 85th st., " "
7 Wing, L., 220 W. 15th st., " "
8 *Winter, Miss Beanie H., 39 West 40th st., " "
900 Webster, Van, 159 East 122, " "
1 Westbott, W. S., 260 West 81st st., " "
2 Walsh, Charles A., 10 Forsyth st., " "
3 Ladlam, William K., 5 West 16th st., " "
4 *Linsman, Frank, 260 East 16th st., " "
5 Acker, Joseph H., 402 Wash. st., " "
6 Brown, John P., 1317 2d ave., " "
7 Burke, Charles R., 30 East 53d st., " "
8 Baker, W. H., 104 East 108th st., " "
9 Beltrami, Chas., 173 West 43d st., " "
Over 133,000.
1000 Behrman, Dr. M., 58 Livingston st., " "
1 Baker, Morris, New Pier, 25 N. R., " "
2 Clark, Charles K., 45 Broadway, " "
3 Carters, F. V. D., 121 East 28th st., " "
4 Clark, Rev. John Lewis, 1248 Madison " "
5 Carson, W. A., Pier 37 N. R., " "
6 Carlson, Howard E., Prescott Ave., "In-wood," " "
7 *Doll, Mrs. Anita L., 128 West 82d, " "
8 Dill, Theodore, 128 West 82d, " "
9 Engel H. Adolph, 259 Ave A., " "
10 Evans, Frank O., 147 West 130th st., " "
11 Feingold, S. J., Jr., 226 East 51st st., " "
12 *Fisch, Joseph, 104 West 108th st., " "
3 Grote, Henry, 2553 8th ave., " "
4 Gillespie, Joseph, 256 8th ave., " "
5 Hiltchen, Geo. H., East 148th st., " "
6 Hartward, Harry, 19 New College ave., " "
7 Hobby, J. Oakley, 112 West 123d st., " "
8 Harms, A. J., 108 West 103d st., " "
9 *Manneman, Wm. J., 245 West 34th st., " "
920 Jennings, David D., M. D., 315 East 20th st., " "
1 Jones, Edwin W., Union Can. L. I. Co., 100 Broadway, " "
2 Kuranan, Henry, 117 East 122d st., " "
3 Kuranan, Charles, 87 Pearl st., " "
4 Kramer, William F., 222 East 26th st., " "
5 *Levy, Charles, 916 Second ave., " "
6 Kuhlke, Harry, 101 West 25th st., " "
7 Karmfeldt, Alfred, 1025 Lexington ave., " "
8 *Hochman, W. E., East 64th st., " "
9 *Levy, Charles, 916 Second ave., " "
930 Lenox, Lorenzo A., 222 W. 123d st., " "
1 Le Roy, Frank, 6 Lexington ave., " "
2 *Manneman, Wm. J., 245 West 34th st., " "
3 Mattes, Dr. Otto, 249 West 14th st., " "
4 Murray, Dr. E. B., 327 East 79th st., " "
5 McMahon, James F., 476 8th ave., " "
6 *Manneman, Wm. J., 245 West 34th st., " "
7 Muir, Thomas, 290 Church st., " "
8 Newberger, A., 172 East 74th st., " "
9 Nelson, W. J., 7 West 43d st., " "
940 *Pulley, W. J. M., D., 227 East 86th st., " "
2 Poen, Ernst, 160 East 86th st., " "
3 Rausan, Stephen Jr., 287 West 131st st., " "
4 Robin, J. T., 138 West 10th st., " "
5 Ryan, P. J., 617 West 129th st., " "
6 Seaborn, R., 14 Lafayette pl., " "
7 *Schreyer, A. J., 440 East 16th st., " "
8 Stage, Wm., 1235 Lex. ave., " "
9 Smith, Haley K., 2700 Marion ave., " "
950 Schwab, B. W., Morris Heights, " "
1 Schreyer, A. J., 440 East 16th st., " "
2 Sebelinger, Henry F., 179 Tinton ave., " "
3 Sidel, Kyrie G., 142 West 97th st., " "
4 Schen, William F., 532 East 87th st., " "
5 *Schreyer, A. J., 440 East 16th st., " "
6 Teasner, Mrs. G. W., 66 Livingston st., " "
7 Taylor, Herbert C., 635 Park ave., " "
8 Thibberington, R. H., 511 West 149th st., " "
9 *Winter, Miss Beanie H., 39 West 40th st., " "
960 Vogt, Gustave, 727 East 160th st., " "
1 Van Rensselaer, Chas. A., 173 Fifth 87th st., " "
2 Wilcox, Chas. C., 603 R'dway, " "
3 Weil, William D., 535 East 6th st., " "
4 Williams, E. E., 50th st. & 6th ave., " "
5 *Winter, Miss Beanie H., 39 West 40th st., " "
6 *Williams, Mrs. J. Castree, 179 West 87th st., " "
7 Yankauer, Max, 114 East 80th st., " "
8 Young, C. E., 114 East 80th st., " "
9 Wilson, Charles M., New York Mills
10 Williams, Edward M., " "
1 Campbell, Samuel, " "
2 *Winter, Miss Beanie H., 39 West 40th st., " "
3 Reese, Edward J., " "
4 Pifer, Fred, " "
5 Fremont, M. Smith, " "
6 *Winter, Miss Beanie H., 39 West 40th st., " "
7 Wise, Arthur H., St. Lawrence State Hospital, Ogdensburg
8 *Winter, Miss Beanie H., 39 West 40th st., " "
9 Croft, Miss Emma R., 947 Main st., Peekskill
80 Dalton, Jacob H., box 294, " "

- 1 Johnson, C. D., Jr., 122 Wash. st.,
Phongheepie
2 Tripp, Geo. T., 21 Catherine, "
3 Van Inge, Hendrick, Vassar College, "
4 Brewster, John O., 308 Monroe ave., "
5 Humphrey, George P., 25 Exchange st., "
6 Sager, George W., 153 Atherton, "
7 Taylor, Wm., 8 East Flat st., "
8 Van De Carr, E. M., 1261 1/2
9 Williams, Arthur R., 91 So. Washington, "
10 Nechtold, Harry J., 3 Exchange at, "
11 J. P., 1200 N. St. Penn, "
12 Rose-Lewis, Geo. W., 11 East ave., "
13 Sweet, Fred, 9 Canfield pl., "
14 Mead, Miss M. A., box 200, Rye
15 Lewis, Benson, Stillwater
16 Van Eps, A. V., 204 Union, Schenectady
17 Faust, Dr. Louis, 19 Jay, "
18 Rowe, Harry, 708 Union, "
19 Rowe, Chester A., 311 Lafayette, "
20 Landy, Fred, Sheephead Bay
21 Wanful, L. G., Trenton
22 Boworth, F. A., Utica
23 Goodier, L. E., 65 Arcade, "
24 Jones, C. Lansing, 805 Greene, "
25 Cobb, F. E., Victor
26 Jones, H. A., West Brooklyn
27 Cummings, Olin F., box 804, Wellsville
28 Gouler, Jacob, "
29 Carpenter, J. Irving, box 187, White Plains
30 Wagner, Burton D., 384 Warburton
ave., Yonkers
* Peterson, Miss Minnie L., Yorktown
Over 133,000, NORTH CALIFORNIA.
1 Barker C. C.,
113 Cris. Louis M., 29 Sanome st., San Francisco
1 Gets. Albert, Sol. Gets & Bro. Crocker, "
2 Leavitt, Geo. M., 500 Sacramento st., "
3 Pacific C. C., "
4 Taylor, Frank W., 1638 Grove st., "
5 Pajaro Valley W., "
6 Lau, Valerian, box 31, Watsonville
7 McIntire, George, Mount Eden
8 Cutting, E. L., 16 Beale st., San Francisco
9 Young, A. L., 48 Fremont, "
Over 133,000, OHIO, 10-2,352.
10 Tip Top B. C., "
120 Walkup, Roy A., 130 Coburn st., Akron
L. C. C., "
11 Gilmer, Charles, Hotel Yale, Marietta
Unattached.
12 Miller, C. M., Canton Pump Co., Canton
13 Fote, Henry B., 2951 Bellevue ave., "
14 Mohr, Wm., Cincinnati
15 Holmes, James, box 872, "
16 Sterling, H. L., 107 E. Pearl st., "
17 Gouthwaite, S. P., 447 E. Broad st., Columbus
18 Rathbone, Estes G., 316 No. 7th, Hamilton
19 Whitaker, Frank W., 127 No. 24, "
20 Deane, Miss L. V., 508 Decatur st., "
Over 133,000, OREGON, 5-294.
Unattached.
120 Parker, Frank L., Astoria
1 Frye, Thos. S., "
2 Lacey, F. M., Bolt
3 Dumber, H. E., Grant's Pass
4 Kuylenstierna, E. W., "
Over 133,000, PENNSYLVANIA, 154-14,70.
1 Logan Wheel Ass'n, "
120 Cassano, F. D., Gen'l Supt. M. P. P., Altoona
E. C., "
2 Wheelmen's Road Ass'n, "
3 Shoemaker, Geo. A., Bristol
4 Bell, Frank F., "
5 Landwehr, Leopold, Radcliff st., "
6 Century W., "
7 Gouley, James P., 2008 North 6th, Philadelphia
8 Centar C. C., "
10 Chambers, Francis T., 712 Walnut, "
11 Wheelmen's Road Ass'n, "
12 Gouley, James P., 2008 North 6th, Altoona
13 Gouley, James P., 2008 North 6th, Altoona
14 Gouley, James P., 2008 North 6th, Altoona
15 Gouley, James P., 2008 North 6th, Altoona
16 Gouley, James P., 2008 North 6th, Altoona
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99 Gouley, James P., 2008 North 6th, Altoona
100 Gouley, James P., 2008 North 6th, Altoona

340 Mearham, George F., 17th ave. & St. John.	360 Combs, Frank M., 116 Blanchard.	Seattle C. C.
1 Parry, Will H., 2525 4th ave.	1 Callahan, P. D., G. N. Exp. Co.	9 Camp, Walter L., 407 Occidental ave., "
2 Payne, Fred W., 608 Eighth st.	2 Cowden, N. F., 1114 14th ave.	" Unattached.
3 Riley, William L., 805 Columbia st.	3 Ford, E. G., Galbreath Dock.	380 Kirk, Peter.
4 Ray, C. L., 712 3d ave.	4 Gottstein, Willie, Front & Cherry.	1 Young, J. W., 612 First ave., "
5 Rank, Orlin W., 1215 Chestnut st.	5 Hayes, G. Edgar, 416 Cherry.	2 Cowley, Arthur W., 6th ave. & Divi. "
6 Rank, L. M., W. P. Boyd & Co.	6 Kerry, J. W., 228 Fairview ave.	Union st.
7 Schoenfeld, Ralph A., 7th Second st.	7 McClure, Walter A., 801 Belmont ave.	Over 133,000, WISCONSIN, 0-1,622.
8 Stinson, F. S., Prospect & Kentucky.	No.	Unattached.
9 Spelzer, Frank P., 418 Pike st.	8 McClure, H. Ace, Post Intelligence.	383 Harriman, Carl, West Side, Green Bay
350 Schoenfeldt, Herman, 1622 3d ave.	9 Mulligan, Sam, 2138 6th ave.	4 Lachance, Henry E.
1 Sylvester, Geo. E., 701 1st ave.	370 Nettleton, C. M., Post Intelligence.	5 Stronb, George, 625 Pine st., "
2 Smith, Chas. W., 819 Spring st.	1 Plimpton, C. E., 115 3d.	6 Delaney, J. Henry.
3 Taylor, Wm., Occidental Hotel.	2 Rinker, Harry N., 1214 Benton ave.	7 Morris, Harry W., 1527 Wells st., "
4 Thornlon, C. W., N. P. Exp. Co.	3 Beckers, C. W. J., 118 Commercial st., "	Milwaukee sports
5 Tourville, A. F., 1823 23d ave.	4 Brown, Arthur, 1416 Second st., "	
6 Wales, A. N., 506 2d ave.	5 Latham, A. W., 2d ave & Madison.	Over 133,000, CANADA, 1-15.
7 Wheeler, Joe F., 506 2d ave.	6 Teuff, C. H., 215 Leona.	Hambury B. C.
8 Adams, A. I., County Auditors.	7 Williams, W. Merwyn, 304 Pioneer	380 Box, Rec. D. C., 368 Gollengen st., "
9 Cottrell, George G., 233 Taylor ave.	8 Williams, A. J., 107 South 2d st., "	Halifax, Nova Scotia

Maud Muller.

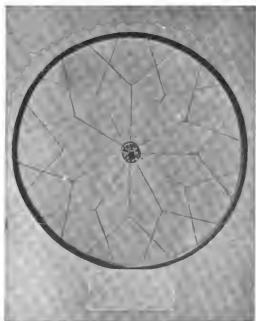
(Adapted to the wheel.)

Maud Muller, on a summer day,
Jumped on her wheel and rode away.
Said she: "For a short spin I'll go,
Because I think hay-raking slow."

RUSSELL H. RAMSEY.

A BICYCLE CURIOSITY.

The photograph reproduced herewith was forwarded to the L. A. W. Bulletin, by John E. Evans, an L. A. W. member, of Newark, N. J. It is a picture of a bicycle wheel that has been in his father's possession over twenty-five years. The wheel is thought to be the first wheel made with wire spokes, and adapted to a velocipede, in this country. Its history, as shown attached to the photograph, is as follows:



This photograph was taken from a wheel made by Mr. C. Cummings, of Providence, R. I., and patented by him March 16, 1869. It is the first wheel made in the United States with wire spokes and used in the form of a bicycle. There was a wheel invented in 1867 with wire or iron rods for spokes, but that was adapted to carriage wheels only.

This was brought to this city by Mr. Cummings about twenty-five years ago and has since been in my possession. The cranks and pedals have been taken off and are now lost. Otherwise the wheel is perfect and is certainly a curiosity. The wheel is two feet eight inches in diameter.

NEWARK, N. J.

JOSEPH EVANS.

A BLOCK OF FIVE.

The sickle clips and trims the verdant hair on the face of the earth; but the advent of the bicycle has made many long and wide strips of "clean shaves" in the shape of good roads.

BIRDS that perch on leather hate damp weather.

HAVE you seen the new sub-toots for bicycle bells?

The bicycle may be a diamond frame, though the race be paced (paste).

THE difference between a blonde riding in a car or on a bicycle is, that one is a case of "rings one fare," and the other, "fair one rings."

GEORGE F. SCHREYER.

THE Good Roads Association of Brooklyn will celebrate the opening of Glenmore avenue, which is the connecting link between Brooklyn and the famous roads of Long Island, by a parade of Wheelmen and The Riding and Driving Clubs, on Oct. 17, 1896. The parade will be reviewed by the mayor and city officials.

WOMEN who wed for gold usually get it in the form of all-money.

A CHICAGO man threw tacks in a cycle path "just for a joke," but the wheelmen could n't see the point.

IF THE road in front of your house is no better than it was last year, somebody should be stirred up.

WE NOTICE that the football teams
Now play a "kicking game,"
And we have readers so it seems
Who are playing just the same.

SEND stamp for L. A. W. Puzzle.

QUERIES AND ANSWERS

G. W., ST. LOUIS:—We cannot undertake to give space to communications on the tariff, for reasons to be hereafter set forth.

No. 97,688, SACRAMENTO, CAL.:—Neither the constitution of the L. A. W. nor the contract with the publisher of the L. A. W. BULLETIN provides for sending more than one copy of the paper to each member at the price of 25 cents. The price to other than League members is \$1.00 per year.

J. B. M. asks:—"Which will run easier: a bicycle having sprockets with eight and twenty teeth, or the same machine with ten and twenty-five teeth?"

ANSWER:—Eight and twenty is the more practical for all round use, though the larger sprockets would be better, theoretically, at least, for heavy hill climbing.

E. D. S., Malden, Mass.:—We would be glad to accommodate you by publishing the L. A. W. BULLETIN twice a week instead of once, but though "the spirit is willing, the flesh is weak."

C. M. C., New York:—We do not care to criticize the construction of or material used in any bicycle, unless it can be done without naming the wheel. The fact that the concern which you criticize does not advertise in the L. A. W. BULLETIN makes no difference.

AN INTERESTING LETTER FROM MR. ARMSTRONG.

STERLING ELLIOTT, Esq.,

MY DEAR MR. ELLIOTT:—In your last issue of the BULLETIN you quoted a letter written to Mr. Lansing concerning my Baggage Bill, and under it printed section 44 of the Railroad Law. The unsoundness of the logic in the letter to Mr. Lansing does not appear from section 44 alone, but it must be read in connection with section 37 preceding, which I quote to you, which enacts that a passenger shall have a right to have carried for a single fare, besides his person, 150 lbs. of baggage, shows that the enactment that a bicycle shall be baggage entitles it to be carried for a passenger fare without any extra charge.

"SECTION 37. *Rates of fare.* Every railway corporation may fix and collect the following rates of fare as compensation to be paid for transporting a passenger and his ordinary baggage for each mile or fraction of a mile."

(Here follow five sections regulating the rates of fare which may be charged on different kinds of railroads from two to five cents a mile).

It is very plain, therefore, that the statute makes no distinction between a passenger and his baggage, but enacts that they must both be carried for

the one passenger fare, and it would be no plainer contradiction of the statute if a railroad company should make a charge for carrying trunks, claiming that they charged nothing for the carrying of baggage, but only for the handling of the same, than the kind of fallacy that is indulged in, in the letter to Mr. Lansing.

Yours truly,

WM. W. ARMSTRONG.

JUST LIKE A BOY.

NIXON WATERMAN.

"PLEASE don't wake the baby!" His mamma repeats it. A great many times, but he carelessly greets it. For how can a three-year-old boy who is healthy Go creeping about in a way that is stealthy? And so in the midst of the calm and the quiet He comes through the house with the din of a riot And shouts, as a pan he is frightfully drumming, "Det out of ze way for ze army's a tumming!"

The "army" is promptly suppressed. The uprising Though earnestly brought is not really surprising. But all are aware it is but a defection And sure to break out in some other direction. And so in a moment we rudely awaken— The house to its very foundation is shaken— "Look out for ze fire!" exclaims the fierce rover,— "Ze engine's a tumming, you'll det runded over!"

The fire is put out and sweet silence comes stealing Among all the bruises of sound with its healing. The baby half dozes in innocent slumber When lo! there are heard awful sounds without number. Bass, alto and tenor, drum, fife and triangle, All tortured and crushed in one terrible tangle. As the drum-major cries, mid the horns' awful braying. "Everybody teep still for ze band is a playing!"

All those who have dwelt with a boy, and those only Who now are without him, can tell us how lonely A home may become: how distressed and how darkened When stilled is the music to which we have harkened. And so in the night, with the lamp-light low beaming, Across the snug cot where my babies are dreaming, I thank the good Lord that still safe in His keeping My army and engine and brass band is sleeping.

A POPULAR PHRASE.



F. G. DORCHESTER, Geneva, N. Y., says:—"I have used the road maps of Illinois and Wisconsin. They are laid off in squares of one-quarter of an inch to a mile, and the roads are correctly drawn, showing all angles and corners. With the aid of a cyclometer, one can go through the State and ask no questions. I prefer such a map to any road book. One also has the advantage of selecting a short cut which many times saves miles and time."

BICYCLE MAKERS!

Riders know that first and standard single-tubes are the

HARTFORD TIRES

High quality and years of liberal treatment won them their reputation. If you use Hartfords, the riders will know and you will know that you have the best.

BRANCH HOUSES AND DISTRIBUTING DEPOTS IN

New York	Toronto
Chicago	San Francisco
Philadelphia	Minneapolis
Boston	New Orleans

to take care of rider and dealer. The same treatment there as at the factory.

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for them. Sample by mail, to cents.

• • • • •
ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

A GREAT many toppers are opposed to the sale of liquor. They think the Government should give it away.

WHERE tires are wide, good roads abide.

PROPER exercise is the best of all medicines.



THE HORSE WHO HAS TO FILL THE LOAD KNOWS THIS SHOULD NOT BE CALLED A "ROAD."

A COMMUNITY with good roads is at the top; with soft roads it goes to the bottom.

ALL poets are not good piece-makers.

A ROAD should be solid enough to drive over, not through.

WOMEN keep their birthdays more than men do. That is, they keep them to themselves more.

Who Reported It?

"The boy stood on the burning deck
Whence all but him had fled,"
And we can't tell, to save our neck,
Who wrote down all he said.

SHOULD baldness be considered as a mark of second childhood?

Vote for Good Roads.

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN

OF THE LEAGUE OF

AMERICAN

WHEELMEN.

The Road is a
creation of man
and a type of
civilized
society

Vol. XXIV.]

Boston, October 16, 1896

Number 16



"Oh, the trees, the trees, the trees!
How they gossip with the breeze,
When the rover from the clover brings
the babble of the bees;
How their branches love to meet
In a tete-a-tete-discreet,
Like busy bodies whispering the secrets
of the street!"

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.


Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.


PAID CIRCULATION, 67,971.

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**DON'T BE
A MONKEY**



**OR RIDE
A CHAIN WHEEL**



**THE HOWARD
CHAINLESS
BICYCLE**

**THE WHEEL FOR THE
COMING SEASON**

NEWARK, NEW JERSEY



PROFESSIONAL vs. AMATEUR.

EDITOR L. A. W. BULLETIN:

Dear Sir,—In your issue of Sept. 4th, No. 87, 135 in his "Plea for Professionals," asks the question, "Is n't he, a wheelman, subject to all the conditions of an ordinary wheelman?"

Now, the conditions are *not* the same. As an example, closely observe the difference between the two in racing. You will notice an amateur goes to a race *Meet on* his wheel, while the professional takes the train.

Again, in case of a mishap, notice the amateur; his own hurt does not bother him nearly as much as possible damage to his machine, while the average "pro," never gives it a second thought. Why should he? Won't the firm for which he is riding give him another, and is n't one wheel as good as the other? All of which shows that the amateur has a genuine love for his wheel, while the other simply uses it as a means of making money.

And last, though not least, while there are some honest "pros," it is a well-known fact that in bicycling, as in all other sports, professionalism en-

**SPECIAL BARGAINS
...TO BICYCLISTS!**

We will send, charges prepaid,
to any address, upon re-
ceipt of 90 cents.

THE COMET... POCKET CAMERA

With Complete Outfit and Instructions.

We have purchased the entire stock of a large dealer, at auction sale, and are enabled to dispose of them at this low figure. **Every camera guaranteed.** Takes snap-shot photographs equal to a \$10 camera. So simple a child can operate it. Every cyclist should have one for wheeling, walking or indoor amusement.

Special Cut Prices on All Sundries.

POSTPAID	POSTPAID
Search-Light Lamps.....\$3.70	Cyclometers (Trenton).....\$6.88
Globe Vapor ".....2.10	(Spaulding).....79
20th Century ".....1.65	Bicycle Watch, with Hold- er.....1.22
Aladdin ".....1.82	Foot Pumps.....79
Electric Stroke Bells......55	Hand ".....41
Double ".....40	Repair Outfits.....37
Single ".....27	Sprocket Socks.....29
Pant Guards......07	

We sell everything pertaining to a cyclist's needs at cut prices. All goods guaranteed or money refunded.

Remit by post office order
or registered letter.

ESTABLISHED 1886.

CYCLISTS' SUPPLY CO.

1813 North 16th St. - - Philadelphia, Pa.

courages dishonesty, and unless a man is well-nigh invincible, on the track, he has very little chance until he "gets his feet in the trough with the rest."
No. 97,692.

THE BETTER WAY.

EDITOR L. A. W. BULLETIN:

For the information of wheelmen using Route 43 (Rhode Island Road Book), on the island of Rhode Island, if at South Portsmouth (Corners) they continue straight one quarter of a mile, they will find the only good road in Portsmouth. It begins directly in front of the "Oakland Farm" of Mr. Cornelius Vanderbilt, and extends to South Portsmouth P. O. After this comes the usual mud or dust, for nearly a mile, when the Middletown line is reached, and then good roads continue to Newport. The Portsmouth good road is a State sample, built (by order of the Rhode Island road commissioner, under the supervision of Mr. J. B. Carr, civil engineer,) by an L. A. W. member. It is a model, and a credit to those having the work in charge. This is a beginning that must bear fruit until Portsmouth can invite wheelmen onto a through road as good as this State sample.

PORTSMOUTH, R. I., Oct. 1, 1896.

No. 108,383.

FIVE HUNDRED orders for decalcomanias in a single day prove two things: first, that the L. A. W. BULLETIN is read, and, second, that the decalcomania is wanted.



It has been found necessary to advance prices for

1897 HUMBERS

Humbers will be ready for delivery
to our agents and patrons
December 1, 1896.

Why?

Ask
Humber
Riders.

*Roadster, \$115.00; Tourist, \$117.50;
Lady Humber, \$122.50; Racer, \$150.00;
Road Tandem, \$180.00;
Combination Tandem, \$190.00.*

HUMBER & CO., America (Limited).

Elliott Burris, Managing Director.

WESTBORO, MASS.

HUMBER DEPOTS:

318 Broadway, New York
515 Ave. and 42d St., New York.
545 Fulton St., Brooklyn.
1315 Bedford Ave., Brooklyn.

348 and 350 Boylston St., Boston
1018 and Walnut Sts., Philadelphia.
111 North Charles St., Baltimore.
1402 14th St., N. W., Washington.

Branches in all parts of the
civilized world.

32 Holborn Viaduct, London
19 Rue du Quatre Septembre, Paris.

NOT A SQUARE DEAL.

EDITOR L. A. W. BULLETIN:

I took train at Thorndale, on the St. Mary's branch of the Grand Trunk R. R., ten miles north of London, Ont., and tendered a ten dollar bill, the smallest I had, for my ticket, which I wanted through to Windsor. It seems the company does not permit the station agents to carry change in their offices, so he could not break it for me, and I was compelled to buy transportation to London only—thirty cents—as the train conductor could neither change my bill nor sell me a through ticket. In the hurry to make the train, I could not pay the excess baggage charge (though it would not have made any difference if I had), and the agent put a C. O. D. baggage check on the wheel, to London, though I tried to make him check it through to Windsor, as that was my destination. On the train the baggage-man, of course, could not change the check to a point beyond what my ticket called for, and I was compelled to pay that C. O. D. (twenty-five cents) at London and then buy my ticket to Windsor and pay another quarter on the wheel, though I protested that the only reason it was not already checked through to Windsor was that the station agent could not change my money to sell me a through ticket, and I ought not to pay a penalty for the company's failure to provide proper change at its stations. Can this be matched for poverty on the part of a road that cannot allow seven dollars'

worth of money to lie over night, but must have it all in the home office, for fear somebody might want to patronize their road to the extent of a three dollar ticket? Perhaps the president of the road carries the day's receipts home in a cigar box, and sleeps with it under his pillow.

ERNEST H. ROWE.

CARE OF CHAIN.

EDITOR L. A. W. BULLETIN:

Soak chain in kerosene all night; scrub with brush and rinse in kerosene. — "Chain clean."

Soak chain a few hours in lubricating oil; wipe dry with cloth. — "Chain lubricated."

Put chain on wheel; apply very little graphite. —
"Chain ready for use." J. F. SUMMERFIELD.
PHILADELPHIA.

THE OPEN SESAME.

EDITOR L. A. W. BULLETIN:

The truck drivers of New York find frequent occasion to call upon one another to make room in threading through the crowded thoroughfares. In these calls, in their somewhat unique vernacular, they nickname each other by the names of the goods they carry. One who is hauling broken stone, for example, they call "Rocks," and one with a load of washing powder, "Soap." In these designations no disrespect is intended, these names being found a necessity, since they do not know each other's



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES


*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

"BUILT LIKE A WATCH"



**STERLING
QUALITY**

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,
CHICAGO.

New York. Boston. Denver.
San Francisco.

real ones. They have also found by experience that a careful attention to the precepts of the golden rule is of much mutual benefit, and very generally heed each other's wishes and requests. They are not, however, disposed to extend the application of the rule to cyclers, and this disposition is not believed to be a peculiarity confined to the truck drivers of New York.

The New York cyclists are beginning to learn these traits of the truckmen, and a few have discovered that much is to be gained by impersonating their manner of speech. A pointed illustration was given the other day by a wheelman who pulled in behind a long file of trucks traveling in the same direction. It was only necessary for him to note what was on those that were in his way, and call out accordingly,—


"Hey, 'Rocks,' give us a show!" or "Say, 'Soap,' won't you pull out a little?"

The words were as magical as the wand of Moses in parting the Red Sea, but as the wheelman sped by and the truckmen discovered who had obtained their favors, there arose in his wake a babel of language that is quite unprintable. S. W. BALCH.

YONKERS, N. Y.

PROTECT the horses, and help the cause of Good Roads by the use of the L. A. W. Chest Protector, Cotton duck, 15 cents each; lined with woolen, 20 cents. Address the L. A. W. Road Department, Boston.

NOT THAT KIND.
JOE LINCOLN.




SHE made him a cake, did
the fair young bride,
With hands so soft and
white,
And brought it in with an air
of pride
When "hubby" came home
that night.

He tasted it—did he grasp
his jaw,
And utter a piercing yell?
Did he use it for paving the
cellar floor,
As the comic papers tell?

Did he wake in the night with a dreadful pain?
Did the doctor come too late?
Did the mourners sadly file down the lane,
And the hearse drive up to the gate?

Oh, no! *This poem is original,*
quite,
Gentle reader, so calm your
fears.

The cake that *she* made he
knew was right:
She had cooked for his "Ma"
for years.



WHAT would you say of a miller who would take out the dam just because the water was low in the millpond? If your division is small and, hence, ineffectual, will you let it run down and lose all hope, or will you build it up?

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

One Year \$1.00

" " Special Club Rate, to League Members only25

Editor: STERLING ELLIOTT.

Associate Editor, NIXON WATERMAN.

OCTOBER 16, 1896.

THE L. A. W. AND THE BICYCLE MAKER.

The bicycle does n't need good roads as much as the horse and vehicle need them, but, after all, it is easier to sell bicycles in the vicinity of good roads; hence, all who are interested in the manufacture or sale of the "silent steed" are directly and financially interested, not only in the improvement of the roads, but in anything which tends to add to the number of bicycle riders.

This financial interest, supplemented in many cases by a personal friendliness, resulted last season in the endorsement of the League of American Wheelmen by many tradesmen who used their catalogues to express their belief in the worthiness of that institution. Believing in the eternal fitness of things, the L. A. W. Bulletin has undertaken to mention all catalogues which have been received this season. The number so far is one hundred and forty-seven. We have treated all alike, whether they made mention of the League or not.

The coming season we shall try an experiment more in the line of reciprocity. We shall mention all catalogues, but give only the name of the concern and the goods manufactured, except in the case of those which contain an approved mention of the L. A. W. To all such we will devote an amount of advertising space in the L. A. W. Bulletin which shall equal the amount contained in the catalogue, — relative circulation also considered. For example: say a manufacturer devotes a certain number of square inches of space in his catalogue to the L. A. W. — the matter and arrangement of it to be approved by us, — we will place at his disposal a like amount of space, to be occupied as he shall direct. If the circulation of the catalogue is double that of the

Total number printed this week, . . . 70,500
Sent to paid Subscribers, 67,971
Samples to Advertisers, Exchanges, etc., 2,529

at the time, we will give double the space. If the circulation of the catalogue is one-half that of the L. A. W. Bulletin, we will give one-half the space, etc. This places the matter on a purely business basis, and should insure a very general co-operation. This offer is not confined to the bicycle business, but is extended to all who issue catalogues, — providing, of course, that we reserve the right to reject any which might not be acceptable for our columns. We are sending out numerous circular letters, but would ask all members to bring this to the attention of anyone who would be likely to be interested.

The L. A. W. is the greatest organization on earth, but it isn't a "marker" to what we may make it if we pull together.

"WHEN I GET BIG ENOUGH."

NIXON WATERMAN.

"WHEN I get big enough" — I hear the happy children say, —

"I'll do so many wondrous things I cannot do today."
And so through all their childish years their little heads they puff
With dreams of what shall come to pass "When I get big enough."

"When I get big enough!" Ah, me! since I was but a child
That one sweet star of help and hope has all my life beguiled,
And like a solace it has come when ways were steep and rough,
To guide me to the smoother paths, "When I get big enough."

And "men are only boys grown tall." I dream the same glad things
As when a happy child I roamed on Hope's triumphant wings,
In some glad haven, crowned with rest, beyond the world's rebuff,
I'll gather all the joy's to be, "When I get big enough."

A GROWING "FAD."

The wisecracks who saw in cycling "only a passing fad" which, for several years, they have felt sure would not last the season out, are again forced to admit that the "craze" is likely to extend into another summer.

Their admission is well founded. The unprecedented popularity of cycling during the present season will be largely increased next year and the years to follow.

Since the dawn of Creation and the birth of the race mankind has been possessed of a desire to go some place. That they might avail themselves of the natural advantages of traveling by water, men built their habitations near the seas or rivers until means of travel became sufficiently adequate to permit them to dwell at inland points.

Canals and railroads have been mighty factors in



About now

you may be wishing that you had let the "other fellow" do the experimenting, and had invested in a bicycle of **known** grade, price and quality. You may have a wheel that cost you twice what you can now buy it for. Experiments are usually expensive. It took us nearly five years to **begin** to know how to make **good** bicycles. Over 65 per cent. of the '96 makers began where we left off just three years ago. New Clippers are the product of an "old maker," as compared with most bicycles. We have not been obliged to cut prices in two to sell them. If you've been a victim of misplaced confidence, investigate Clipper quality and Clipper methods before buying your '97 mount.

MADE BY THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.

No. 216—Pratt.

A
M
E
R
I
C
A"T"
"R"
"U"
"S"
"S"**America Cycle Mfg. Co.**

73-75-77 FULTON ST., CHICAGO, ILL.

carrying to the interior the movement begun by the stage-coach and the freighter's wagon. They have made it possible for those living at a distance from the port or the metropolis to be in touch with the centres of life and progress.

The electric car systems are adding immensely to the areas of cities. With distances annihilated, mankind may choose surroundings wherever it will.

The world's business must of necessity be done at the commercial centres, but very few men care to reside in the noisy baffle. The factory hand would like to have his wife and little ones dwell beyond the dreary sights and sounds of toil, in a pure atmosphere of peaceful, healthful beauty. Every means that broadens the area of living tends to gratify that wish.

This is one of the important missions of the bicycle. It is a distance-destroyer. It brings city and country close together, and places "green fields and running brooks" where once there were but smoky walls and a heavy atmosphere.

The bicycle has just begun to work out its broad mission for the uplifting of the race. Health, pleasure and prosperity are among the gracious gifts it scatters with impartial liberality among all classes and ages.

So long as the bicycle remains the one superlatively happy means of threading the primrose paths of pleasure, and of so graciously blending the spirit of poetry with the practicality of business, it shall not perish from among the people.

BICYCLE GUARANTEE FOR '97.

The National Cycle Board of Trade, at a recent meeting, decided upon the following uniform wording, to be used next year by all its members:

"We agree with the purchaser of each ——— bicycle to make good, by repair or replacement, when delivered at our factory, transportation prepaid, any imperfection or defect in material or manufacture of such bicycle not caused by misuse or neglect; provided that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before any claim for repair or replacement shall be allowed. This guarantee continues for six months from the date of the sale by the agent."

In the matter of cycle racing, it was the generally-expressed sentiment of the meeting that the conduct of racing in all its aspects should be left entirely in the hands of the League of American Wheelmen; and with that end in view, the racing committee of the Cycle Board of Trade was discharged.

A meeting of the executive committee was held after the directors' meeting, and a resolution was passed that no local cycle exhibition should be sanctioned until after the Eastern National Exhibition, and no show later than March 31st.

ONE-TWENTIETH of the bicycles used in France are ridden by ladies. The ratio is thought to be greater in America, — sixteen to one, at least.

"MONEY talks" in this campaign of gold and silver speeches.

Good Roads Good Wheels

Let the riders use every effort to
obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.

U. S. GOVERNMENT AND THE ROADS.

Reference was made in the L. A. W. BULLETIN some months ago to a bill, of interest to wheelmen, which was reported to the last Congress and which had failed to pass. The original bill was as follows:

A BILL

TO CREATE A SPECIAL COMMISSION ON HIGHWAYS AND TO MAKE APPROPRIATION THEREFOR.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a special commission on highways is hereby created, which shall be composed of the Chief of Engineers of the Army, the Director of the Geological Survey, and the Chief of Road Inquiry of the Department of Agriculture.

Second. This commission to report from time to time by bill or otherwise, and to continue until final report is made, but not beyond the present Congress.

Third. It shall be the duty of this commission to inquire generally how the Government may further promote the improvement of highways, and, among other things, to consider the expediency of, and best methods of, providing for—

The scientific location of highways on the public domain; The employment of the Geological Survey in the discovery of road materials;

The free testing of all road materials offered; Construction of model roads and instruction in road making at agricultural colleges and experiment stations;

The same at the Military Academy and, when practicable, at all institutions having a military instructor.

Fourth. The commission shall confer with the Interstate Commerce Commission and with leading railway officials concerning a general reduction of transportation rates on road materials.

Fifth. For convenience in acquiring information, and to aid in awaking general interest in the subject, special meetings of the commission may be held in any of the States in

conjunction with State authorities or organizations, and for such meetings Departmental commissioners may serve by substitute at any time, with consent of the commission.

Sixth. Necessary office rent, clerk hire, and traveling expenses of the commission shall be paid.

Seventh. The staff of the Office of Road Inquiry shall render such service to the commission as the Secretary of Agriculture may deem expedient.

Eighth. The sum of ten thousand one hundred dollars and ninety-five cents, being an amount equal to the unexpended balance from appropriations for road inquiry in eighteen hundred and ninety-four and eighteen hundred and ninety-five, or as much thereof as may be necessary is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, for carrying out the provisions of this Act, to be disbursed by the Treasury Department upon itemized vouchers approved by the chairman of the commission: *Provided, That in such disbursement the per diem and other allowances for traveling expenses of the members of the commission shall not exceed those fixed for the traveling agents of the Department of Agriculture.*

It was finally agreed to present, instead, a joint resolution, which read as follows:

JOINT RESOLUTION

EXTENDING THE SCOPE OF THE INVESTIGATIONS BY THE AGRICULTURAL DEPARTMENT IN THE MATTER OF THE IMPROVEMENT OF PUBLIC ROADS.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the inquiries and investigations relating to public roads with which the Secretary of Agriculture is charged by the Act making appropriations for the Department of Agriculture for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, be extended to the following subjects, namely:

First. The scientific location of highways on the public domain.



Kansas State Championships.

¼-mile state champ	Frank L. Eberhard	Stearns-Palmer tires
¼-mile state champ	Frank L. Eberhard	Stearns-Palmer tires
½-mile state champ	Frank L. Eberhard	Stearns-Palmer tires
¾-mile state champ	Frank L. Eberhard	Stearns-Palmer tires

Corcoran's Boston Benefit.

WON BY

1-mile open, amateur	C. H. Hurry	Stearns-Palmer tires
1-mile tandem, match race	Urquhart Bros	Fowler-Palmer tires
1-mile tandem, professional	Hoyt-Newton	Warwick-Palmer tires
1-mile handicap	Frank Butler	Stearns-Palmer tires

More Minnesota Championships.

¾-mile, professional	W. E. Becker	Dayton-Palmer tires
¾-mile, professional	Robert McCleary	Dayton-Palmer tires
¾-mile, professional	W. E. Becker	Dayton-Palmer tires

More Prizes have been Won on Palmer Tires

Since 1892 than on all other tires combined. This statement almost paralyzes belief, but it can not be successfully contradicted. Racing men throughout the world know that only Palmer tires have speed.

THE PALMER PNEUMATIC TIRE COMPANY
CHICAGO

Highest
Grade

Highest
Price

First Manufacturer — "What pedal will you use next year?"

Second Manufacturer — "There is only one pedal suitable for a really high grade wheel, and that is the 'RECORD.'"

Thanks, Mr. Manufacturer, we have been burning with desire to say it ourselves, but our native modesty restrained us. We are much obliged to you.

RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE

**MORGAN & WRIGHT
QUICK-REPAIR TIRE**

BECAUSE IT GIVES THE LEAST
TROUBLE AND THE MOST COMFORT
TO THE MOST PEOPLE

MORGAN & WRIGHT
CHICAGO

Second. The practical use that can be made of the Geological Survey in the discovery of road materials.

Third. The methods and conditions under which free testing of road materials can be afforded.

Fourth. The feasibility and most practical methods of securing instructions in road building at agricultural colleges, the Military Academy, and all institutions having military instructors.

Fifth. What measures can be adopted to secure the general reduction of transportation rates on road materials.

And for the furtherance of these inquiries and investigations the Secretary of Agriculture is authorized to request the co-operation of the Secretary of War, the Secretary of the Interior, and the Interstate Commerce Commission.

Passed the House of Representatives June 6, 1896.

Attest:

A. McDOWELL, Clerk.

By WM. J. BROWNING, Chief Clerk.

This resolution was passed by the House and when brought up in the Senate could not be properly presented, as the three senators who were best posted in the matter were absent at the St. Louis Convention. It is placed on the calendar for the next session and may be favorably acted upon unless some other bill is substituted.

We regard it as exceedingly important to the Good Roads cause that some action on this question be taken by the National Government, and urge upon all L. A. W. members the importance of conferring with their representatives, who will be in a position to vote on this bill when it comes up.

WHILE labor unions are striking for eight hours a day, clocks go on striking for twenty-four.


ACCURATE JUDGING.

A half inch on the end of a man's nose has long been considered an extreme addition, but now we hear of some judges who decided that one racing man won by that amount of lead over the next. While this is entirely within the possibilities, we would be glad to know more of the gentlemen whose eyesight enabled them to distinguish with such precision the difference between two men going at the rate of about forty feet per second.

WHY NOT THANK THE BAGGAGE-MAN.

A correspondent suggests that individual wheelmen should write letters of thanks to the superintendents of the railroads which have treated them nicely in the matter of carrying wheels, etc., and that clubs might forward resolutions to the same effect. We concede that, for the general policy of a railroad it might be well to extend individual or collective thanks to the president or manager, but for the little courtesies which go to make travel pleasant, or rather to modify its unpleasantness, we should show our appreciation, on the spot, and let the conductor, the brakeman or the baggage-man have the benefit of it.

As a rule these men have a sort of hardened exterior which is the direct result of their experience. Common politeness is not so generally expressed as it should be, and we would add to the above that the train men should have a special button furnished



The Daintiest Maid

that ever rode a wheel need not fear to use Dixon's Cycle Chain Graphite. It isn't a grease; doesn't hold dirt, and it takes so little to lubricate the chain, soiled clothing will not result from its use.

DIXON'S No. 691 Cycle Chain Graphite is put up in perfumed sticks (ready for use) and is the most effective chain lubricant it's possible to make. Never spoils or separates. The right size for narrow chains, the right kind for all chains. Sample stick mailed for ten cents.

JOB. DIXON CRESCIBLE COMPANY,
Jersey City, N. J.

them in small quantities by the company, and that one of these should be buttoned on to each passenger who said "Thank you" for any service rendered. The wording on the button should be for the eye of the next railroad man, and should read



And for the passenger who is inclined to be too hard to suit, a button might be provided reading



A GOOD MAN TO VOTE FOR.

Francis J. Hopson has been nominated for the Assembly in the 2d District of Dutchess county, New York. In his speech accepting the nomination he announced that he intended to make a campaign on the direct issue of State aid for good roads. We are glad to call this to the attention of

*****SINGLE-TUBE TIRES*****

E PUR SI MUOVE!

Reiteration is not proof of the accuracy of a statement, but it sometimes persuades people that a fallacy is a fact.

The Holy Inquisition, comprising the highest learning of the Hierarchy of Rome, decided that the world does not revolve — "and yet it moves," as Galileo is said to have muttered under breath, at the time.

May not even the oft-claimed 65 per cent. be inaccurate? For "the world moves," and SINGLE-TUBE TIRES are increasing in geometric ratio: 15 per cent. in 1894; 33 per cent. in 1895; 50 per cent. in 1896. *Save increase in 1897.*

Here are the manufacturers who make them:

- The Pope Manufacturing Co.
- The New York Belting & Packing Co., Ltd.
- The Boston Woven Hose & Rubber Co.
- The Revere Rubber Co.
- The New York Tire Co.
- The Diamond Rubber Co.
- The B. F. Goodrich Co.
- The Mechanical Rubber Co. of Chicago.
- The Hartford Rubber Works Co.
- The Hodgman Rubber Co.
- The Newlon Rubber Works.
- The Palmer Pneumatic Tire Co.
- The Kokomo Rubber Co.
- The Mechanical Rubber Co. of Cleveland.
- The Indiana Rubber & Tire Co.
- The Spaulding & Pepper Co.
- The Peoria Rubber & Mfg. Co.
- The Ideal Rubber Co.
- L. C. Chase & Co. of Boston.
- The Brooklyn Rubber Co.
- The North American Rubber Co.

ALL OTHERS ARE INFRINGERS

Suits have been brought in every United States Circuit where infringements have occurred.

If further information is desired write to the owner of the Tillinghast patents, Theodore A. Dodge, Equitable Building, Boston, Mass.

*****SINGLE-TUBE TIRES*****

New York wheelmen. If his opponent is also solid on the road question, we have no advice to give; if not, advice is unnecessary.

DISHONEST RACE PROMOTERS.

Certain men were recently suspended for riding in an unsanctioned race, and it was shown that the promoters had represented to the racing men that a sanction had been obtained. Of course the Racing Board did the proper thing, but what shall we say of the people who were responsible for such a misrepresentation? It is often said that we have too many rules, but it looks as though we ought to have at least one more.

HOW TO ADJUST THE SADDLE.

A medical gentleman writes that the proper height for a saddle may be determined by standing alongside the machine, with the elbow down and arm bent. He says the saddle should be just high enough to touch the elbow.

All pedals are not the same height above the ground. This would upset the doctor's calculations even if all people were proportioned alike. Who else has experimented in this direction?

THE L. A. W. Horse Chest Protector (lined for winter) is now ready for delivery. Twenty cents each.

Puncturoid...

IMPOSSIBLE

to have leaky tires, if you use
PUNCTUROID.



Puncturoid will mend your tire if punctured by anything, from a needle to a ten-penny nail, and your tire will **stay mended**. The last year has demonstrated its infallibility. One inflation of your tire will last the entire season.

QUARANTEED not to injure any tire;
not to dry in any tire; to mend
any tire **WHILE YOU RIDE**.



PUNCTUROID MFG. CO.

Chelsea, Mass.

If your dealer does not keep it, send fifty cents for sample.

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840

Lovell... Diamond Bicycle..

Our wheels for 1896 are models of
beauty, strength and durability.
All sizes, styles and prices.

Catalogue free.



JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

Lovell Diamonds

Lovell Special and

Lovell Excel Bicycles

WHEN, to signal the conductor, a lady waves her fan,
And wildly shakes her parasol and muff —
If the conductor doesn't see her, nor yet the motorman,
She has made a "signal failure," sure enough.

A HEARTLESS DOCTOR.

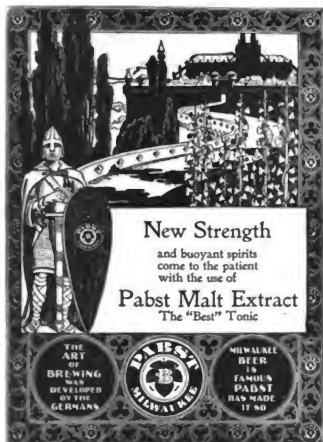
A story comes to us of a doctor who saw a wheelman badly injured in an accident (the breaking of his machine) and, on learning that the unfortunate rider was not an L. A. W. member, he rode away and left him in his distress. We dislike to credit this story, although it comes from what appears to be a reliable source. If it actually happened, and some one will send us the name of the doctor, we will be grateful.

WHY HE IS GRAY.

The secretary of the L. A. W. is not an old man, and yet his locks are "silvered o'er." The casual observer might wonder at this, but those who are familiar with the details of his office do not. A letter from a stranger, even when poorly written, can usually be read, for the reason that some basis for guesswork is afforded by the words either side of the ones which we can't make out; but with the signature it is different, and, as a rule, a writer makes every other word plainer than his name, and, unless the name happens to be printed on the letter-head, we must guess it out. Sometimes the writer blames us severely because his name isn't properly spelled on the mailing list. Here

are five samples of what makes the secretary premature-y old:

A solid gold L. A. W. emblem will be presented to the person sending the first correct translation of all five of these autographs.



New Strength
and buoyant spirits
come to the patient
with the use of
Pabst Malt Extract
The "Best" Tonic

THE ART
OF
BREWING
WAS
DEVELOPED
BY THE
GERMANS

PABST
MILWAUKEE

MILWAUKEE
BEER
IS
FAMOUS
PABST
HAS MADE
IT SO

A STARTLING PROPOSITION.

A correspondent from that greatest of all L. A. W. states, New York, submits a scheme which, if carried out, would run the L. A. W. membership beyond the wildest dreams of even a "Colonel Sellers." His plan is to invite bids from bicycle manufacturers on a wheel which is to be sold to L. A. W. members only, at a discount equal to the usual agent's profit and to have the League act as sole agent for the particular bicycle selected, and for no other. He reasons that any wheelman would be likely to join the L. A. W. at an expense of two dollars when by doing so he could save several times that amount in the purchase of a wheel. The lucky manufacturer would get as much for his bicycles as he gets from the agent now, with the advantage that they would be sold to a single customer (the L. A. W.), and if all members were made to pay cash the organization could not lose, while it would attract to itself as members all wheelmen who wanted to purchase bicycles. The suggestion opens up some wondrous possibilities.

QUICK RETURNS.

A Pennsylvania wheelman made application for membership, and a few hours afterward his wheel was damaged by a wagon, and the L. A. W. took the matter up and got a settlement in his favor.

The piano player must face the music.



**You
Know the
Good Results
of Riding.
Do
You
of Evans
?**



BUY NO INCUBATOR and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you ours on trial not a cent until tried, and a child can run it with her little finger after ten a day.

We won **First Prize World's Fair** and we will win you for a steady customer if you will only buy ours on trial. Our large catalogue will cost you five cents, and give you \$100 worth of practical information on poultry and incubators and the money there is in the business. Plans for Broilers, Ducks, etc., 25 cts. N. B. — Send us the names of three persons interested in poultry and 25 cts., and we will send you "The Bicycle: its care and repair," a book of 100 subjects and 50 illustrations, worth \$5.00 to any bicycle rider.

Yon Culin Incubator Co., Box 658, Delaware City, Del.

ANSWER TO SEVERAL COMPLAINTS.

We have had a number of letters complaining that certain tires which were guaranteed had proved defective and that the manufacturer had refused or neglected to make them good. The North American Rubber Co., of Setauket, N. Y., is the manufacturer complained of. We wrote them, and have received the following reply:

SETAUKEET, N. Y., Oct. 7, 1896.

STERLING ELLIOTT, 12 Pearl St., Boston, Mass.

Dear Sir, — We have your letter of the 6th, and in reply will say that the trouble of which your people complain came about by our putting on the market a low-priced tire, sold by us without any guarantee whatever, but these same tires, after passing through the hands of jobbers and manufacturers of wheels, came out as full-fledged guaranteed tires, and when these tires are returned to us we decline to replace them, and this is the cause of the complaints you have received.

We trust you will understand our position in the matter from this explanation.

Yours truly,

NORTH AMERICAN RUBBER CO.

This would indicate that if the dealer sells a tire and guarantees it, when the manufacturer has sold it to him *unguaranteed*, then the retail purchaser must look to the dealer to make it good.

INNER TUBES AS LIFE PRESERVERS.

A California member recommends the bicycle inner tube inflated, as a float, which may be of great assistance to the inexperienced swimmer. No one has yet suggested its use as a sausage casing.

THE "EASY-RUNNING" CENDRON

is made from the best materials, by expert mechanics, and every part (no matter how small) is exhaustively tested.

We want Good Agents to Sell Cendrons and Good Riders to Ride Cendrons in '07.

SEND FOR OUR CATALOGUE.

CENDRON WHEEL CO., Toledo, Ohio.

ORIENTS

Responsible Agents
who mean
BUSINESS
should write
NOW!

... FOR ...

Will
Lead
the
Leaders

1897

WALTHAM MFG. CO.

Main Office and Factory,

Waltham - - - Mass.

BICYCLE INSURANCE.

I made an arrangement, last spring, with the American Wheelman's Protective Association, of Chicago, by which that concern was to give to members of the L. A. W. a special rate of one dollar per year, the regular price being two dollars. In consideration of this discount to our members, I agreed to endorse the concern editorially in the L. A. W. BULLETIN.

Both sides of the agreement were carried out, and no complaints were made until within a few weeks, when several members have stated that they were not receiving the attention they thought they were entitled to.

The main trouble is on the question of what may be considered "due diligence" in the care of a wheel to prevent its theft. I have written to the A. W. P. A. and asked them to tell me explicitly just what is considered by them as due diligence. The following is their reply:

"Due diligence and care" is a relative term. What would be due diligence and care in one place would not be due diligence and care in another. We are, therefore, unable to define closely what 'due diligence and care' means. If a man wanted, for any reason, to get rid of his bicycle, he need only leave it in front of or in the hallway of some public building on a thoroughfare in any of our large cities, and his desire would be speedily accomplished. This kind of a loss we want to head off by requiring ordinary diligence and care.

"We certainly have the right to differ as to the construction of our contracts with any party who makes a claim upon us, and while we dislike litigation we are liable to have such, the same as any other similar company doing

\$1.25-REDUCED PRICE-\$1.25

BICYCLE APPLIANCE CO.

THE SIMPLEX
TRADE MARK
REGISTERED.



Philadelphia
Bourse,
Room 612,
P. O. Box 984,
PHILADELPHIA.

[PATENTED]

With Tapering Rubber Plugs, is the Ideal Repair Outfit.

Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.

SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, \$1.25

ILLUSTRATED BOOKLET FREE.

Electric Cloth cleans everything. Try it on your Dirty Cork Handles.

Send 2 cents for Sample Cloth. Descriptive Circular Free. Agents and Canvassers Wanted. Write us.

New Roads and Road Laws

IN THE UNITED STATES,

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - Boston, Mass.

☛ Sent by mail on receipt of \$1.00.

a large business with many inexperienced and irresponsible parties."

Now, in reference to my position, I took a great deal of pains to look up the standing of this company, in the first place, and have gotten a commercial report on them twice since, and on those three occasions they were reported to be financially responsible, and I have no reason to believe that they are not so today. But it is exceedingly annoying to me to know that many League members insured their wheels on the strength of my recommendation, and that on losing them, by theft, they are dissatisfied with the treatment they receive from the company which insures them.

In view of this chance for a misunderstanding, I would suggest that all members who are at present insured with this company should take particular pains to use "due diligence and care" to an extent that cannot be questioned.

To show my good faith in the matter I will gladly make good, out of my own pocket, any premium paid previous to this date by a League member whose wheel is stolen and who does not receive proper treatment from the A. W. P. A.

STERLING ELLIOTT,
President L. A. W.

IN CONNECTICUT assessors are instructed to include bicycles under the head of "coaches, wagons and other carriages" in this year's levy, and to "let no guilty man escape."

THE CYCLIST'S SAFEGUARD

The Orange Universal Supporter.

THE BEST IN THE MARKET.

Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all wires in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I.
Brockton, Mass.**We'll pay the postage, too!**

To any L. A. W. member who hereafter secures ten new members for the League, and who satisfies us that he has done so, we will present a year's subscription to

CAMELAND

Cameland is a monthly magazine, devoted to outdoor sports. It is interesting to cyclists. It costs one dollar per year. You are an L. A. W. member, and can have it for fifty cents. Why? L. A. W. No. 95,022 publishes it. Sample copy free.

CAMELAND PUBLISHING CO., 277 Broadway, New York.

STOLEN. At Warwick Race Meet, Tioga Track, Philadelphia, last month, "Barnes White Flyer," No. 6,767; direct post; rams' horn bar; changeable front sprocket; slight kink in lower reach about five inches from crank shaft. Send information to JOHN W. TRYON, 1,605 Christian street, Philadelphia.

STOLEN. Two "Stormer" bicycles, one lady's wheel. No. 29,134, and one gentleman's wheel, No. 27,777, Oct. 7, from the residence of H. H. Malvin, Port Jervis, N. Y. Twenty-five dollars reward for recovery of wheels and arrest of thieves. Notify F. C. BOND, 2 East Main street, Port Jervis, N. Y.

STOLEN. On October 4th, from alley below 13 W. Main street, Danville, Ill., "Niagara" bicycle, No. 1,012; pattern of 1893, Buffalo Wheel Works. Notify FRANK KNICKERBOCKER, Danville, Ill.

STOLEN. From Cadet Barracks, West Point, N. Y., "Victor" bicycle, No. 88,080; '96 model. B. F. McMANUS, Consul, West Point.

STOLEN. Sept. 28, from Wakefield, R. I., a "Victor" bicycle, No. 69,208; 1895 model. Notify S. N. HOIT, Wakefield, R. I.

THAT FIVE DOLLAR PRIZE

Is probably due somebody this minute, and we regret exceedingly that we cannot yet announce the winner. We have received many hundred answers, ranging all the way from Nova Scotia to New Mexico. In order to be correct, we have placed the matter in the hands of an expert mathematician, and he has not yet reported. We shall hope to have it settled in time for next week.

AN APOLOGY TO BROOKLYN.

In our table of "fourteen cities, in last week's issue, Brooklyn's L. A. W. membership was given as three hundredths of one per cent. of the population. It should have been thirty-six hundredths.

No. 102,920, who first calls our attention to the error, says: "You run the BULLETIN very nicely, but we are glad you realize that many of us could do much better. I shall continue to keep an eye on you."



Automatic Brake

FOR BICYCLES.

DESCRIPTIVE CIRCULAR ON APPLICATION.

BAILEY MFG. CO., 189 La Salle St., CHICAGO.

PAT'D APRIL 10, 1904.
PAT'D MARCH 8, 1905.

WEEKS' PNEUMATIC PADfor Bicycle Handle-Bars
is a Perfect Air Cushion for the Hands.PATENT
APPLIED FOR

Will positively prevent soreness or lameness of hands and arms; can be attached to any handle by anyone, at any desired place on the bar; can be used either with or without ordinary grips. They do not in any way interfere with quick action and a perfect control of the handle-bar in steering. Agents wanted everywhere. Prices and discounts on application. Sample by mail, Leather, \$1.00; Cloth, 75 cents. Address, PNEUMATIC PAD CO., 112 Dearborn St., Chicago, Ill.

PRIZE MEDALS

JOHN HARRIOTT

3 WINTER ST.

BOSTON, MASS.

PINS



Universally used. Universally satisfactory. Special prices to members. Send 26 cents for our beautiful Aluminum FOB.

INDIANA CHAIN CO., Indianapolis, Ind.

The Best Yet and Free!!

G. W. COLE & CO.

111 Broadway, New York.

Manufacturers of the famous "J in T"

to L. A. W. members enclosing 26 stamp for postage, sample

PACE-MAKER CHAIN LUBRICANT.

You to judge its merit.

L. A. W. COLOR

consists of a piece of Royal Purple Satin Ribbon, 2 in. wide, 27 in. long, with L. A. W. on one end and your number on the other, stamped in Gold. Every League member should have one for his wheel. Mailed to any address for 80c. Write name, number and address plainly.

The M. E. V. MFG. CO., 816 Roberts Street, Baltimore, Md.

NEW ENGLAND BAGGAGE CHARGES.

The newly-adopted schedule of rates in New England, covering the transportation of bicycles on passenger trains, while it is well understood by the railroad officials, does not seem to have been made plain to all baggage handlers, though printed copies are supposed to be in every baggage-room. A few complaints have been made because wheels were refused on account of having cyclometers, etc., attached, and on one road (the Fitchburg), passengers have been compelled to sign a release for the whole machine because it had a cyclometer. The plain understanding is that all New England roads are fully responsible for the bicycle, and that a release is only asked for the cyclometer, lamp and tool bag.

The Pittsburg authorities say ten policemen on wheels equal twenty on foot.

W. C. H., Brooklyn: — Send your address.

The Money Question.

THINK IT OVER.

From the time Columbus discovered America, up to and including 1873, the Government coined

\$147,489,898.30 in silver.

Since 1873 it has coined

\$540,117,731.10,

or more than three and one half times as much as all that was ever coined previous to 1873.

Think it over.

WHY DO WE NEED MONEY?

Dear Reader,—Did you ever hear of a manufacturer who had or could get orders for goods at prices which would yield a fair profit and who refused to hire people and start the works simply on the plea that he could n't get money to pay his help?

And suppose, under those conditions, the manufacturer did start his mill, did you ever hear of a really intelligent workman who refused to work because the employer asked him to wait for his money or to accept "due bills" or "orders" on the local storekeepers?

Did you ever hear of a jobber or a wholesaler who refused to take orders from the retailer because he could n't get money with which to buy the goods from the manufacturer?

Did you ever know a retailer to refuse to sell goods to an honest workman who was employed by a responsible concern, simply because they could n't get money to pay him? Did you ever see the time when a responsible manufacturer, who had a legitimate business, could n't get all the money he wanted from the local bank?

Here is the idea: The banks of issue deposit security with the Government, and take money or the Government's notes, which represent money. This money they have in stock just as the livery-stable keeper holds his horses and carriages in stock. In order to make money the bank must "rent out" its money just as the livery horses are "let." When the horse or the money is lying idle in the stable or the bank there is no profit to the owner of either.

When a well-known and responsible citizen wishes to hire either the horse or the money he may do so for the asking, by simply paying the current "rental." If an unknown or irresponsible person wishes to hire any property and take it out of sight of the

owner he must "put up" security. This is *business*, and probably always will be.

A manufacturer who is out of debt and owns any considerable plant and a stock of raw material is well-to-do, even though he has no money; but in order to pay his taxes and feed his family, he must start and run the factory. The bank loans him some money; he pays it to his workmen; they pay it to the storekeeper; the storekeeper deposits it in the same bank that loaned it the week before. The storekeeper draws checks against his deposit to pay the manufacturer for the goods he bought of him, and the manufacturer deposits these checks and with them takes up the note (memorandum) that he gave when he borrowed the money. There are many merchants, many banks, and many manufacturers, but the principle is the same as though there were but one of each. Now, all that can be accomplished without a dollar of actual money, and it has been done millions of times.

A few years ago there was a law that called for a two-cent revenue stamp on each bank check. The repeal of that law and the better-understood safety and convenience of checks for transmission through the mail, has reduced very materially the need of money, except for petty transactions. Practically no large amounts are now paid except by bank checks. It looks as though the need of money was growing less and, according to the official figures of the treasury department, the supply of it is growing greater.

Think it over.

The following quotations are of the greatest interest, in view of the standing of the gentlemen who are quoted, and their present relationship to the free silver movement.

FROM A HIGH AUTHORITY.

"Let us do as all the people of the world have been doing from the beginning,—measure our values by gold. . . . I want the standard gold and no paper money not redeemable in gold. . . . and when the laboring man receives a dollar it will have the purchasing power of a dollar—he will know what his money is worth. Gold is the universal standard of the world. Everybody knows what a gold dollar is worth. . . . Do not let us try to deceive the American people. Do not let us try to make them believe by some hocuspocus of legislation that we can give them a measure of value that is better than the universal standard of mankind. Do not deceive them in that regard. Let them know the facts now. The question never will be settled until you determine the simple question whether the laboring man is entitled to a gold dollar if he earns it, or whether you are going to cheat him with something else. . . . Gold has made the world respect it all the time. The English people once thought they could get along without gold for a while, but they had to come back to it."—SENATOR STEWART.

These two pages are set apart for the publication of matter relating to the question of whether the United States should permit the free coinage

of silver in the ratio of sixteen ounces of silver to one ounce of gold, or whether the present financial stand

ANOTHER HIGH AUTHORITY.

"Did any country ever accumulate wealth, achieve greatness, or attain a high civilization without a standard of value? And what, but gold, can be that standard? What other thing on earth possesses the requisite qualities? . . . Gold is the articulation of commerce. It is the most potent agent of civilization. It is gold that has lifted the nations from barbarism. It has done more to organize society, to promote industry and insure its rewards, to inspire progress, to encourage science and the arts, than gunpowder, steam and electricity. The use of gold had its origin in the necessities of mankind. The human heart is set upon it. It will command the proper services of everybody at all times and in all places. The necessities which compel its use are as inexorable today as they were at the beginning, *although improved systems of exchange have diminished the proportionate volume necessary to do the work.* So exact a measure is it of human effort, that when it is exclusively used as money, it teaches the very habit of honesty. It neither deals in nor tolerates false pretences. It cannot lie. It keeps its promises to rich and poor alike. . . . The value of gold is not affected by the stamp of Government. That is merely the final and reliable evidence of its weight and fineness." — SENATOR JONES.

CRACKER BARREL PHILOSOPHY.

Lots of people hate the bicycle even yet, and the following, as a new argument in favor of free silver, seems to have a peculiar merit in that it "kills two birds with one stone."

The sentiment is given as it was stated by a rural political economist while holding down a barrel in a Wisconsin grocery.

"Prices will double. These pesky bicycles now cost \$100 for a good one, and under free coinage they'll cost \$200, or possibly more. Lots of them are owned by fellows who find it mighty hard to scrape up \$100, and who will find it impossible to scrape up \$200. Free coinage will shut 'em out entirely. Then the price of horses will come up, and our wives and children will be able to drive out without having the horse scared to death by a lot of monkeys with red, white and blue socks on."

A CHIEF CONSUL'S VIEW.

The writer of "Money Per Capita" in the BULLETIN of September 11th, gives expression to something over half a column of truisms which all reasonable men endorse, except the last half of his article, for which I cannot say as much. For example: "The poor man cannot set himself to work. He must be employed by the man who has control of money." The generally-accepted theory is that labor produced capital; that money is the fruit of labor; a sort of invention, not the foundation of society. I supposed that God made man and man made money, but I seem to have got the cart before

the horse. God made money first and money makes men. It may be true that, under present conditions of the monopoly of natural resources, a man cannot set himself to work without the consent of the monopolist, but this condition can and must be changed.

Throughout the whole article the writer seems to deplore agitation, and to think that a poor man has no right to discuss politics nor propose legislation, but should just saw wood and leave the governing business to capitalists. No wonder he asks "Is the Republic a success?" Certainly not, and never will be if such ideas prevail. What we need is a plutocracy, pure and simple. A poor man is dangerous and ought not be allowed to quit work long enough to "attend rallies and listen to schemes for the salvation of our common country." None but the rich men and their indolent sons have either the leisure or the intellect to "save our common country."

A strong effort is being made to make the United States a plutocracy in all but name, and considerable progress has been made in that direction. The resistance of the common people, the producing class, is what the writer of the article in question deplores as agitation which so unsettles business. In the days of chattel slavery it was thought dangerous by the slave owners to allow their slaves to be taught to read, and so the slaves were kept as ignorant as possible. But it is too late in the history of the world to fondly hope for such a condition among the free-born citizens of the United States. They are already educated beyond the dangerous point, except that it is and always will be dangerous for any person or class to attempt to deprive the producing class of full political liberty, — the liberty to agitate for the improvement of their condition and for the repeal of all legislation for a privileged class.

Is the Republic a success? Well, I think so; and one of the strongest evidences of that fact is that the producing class dares to agitate for better government and dares to oppose plutocratic tendencies in our government. What we want and must have is such an improvement in our system of government and finances as will stand agitation, for agitation, resulting from "Divine discontent," has come to stay.

No. 30,827.

[Nearly all lines of business require capital, and many of them must have a very large capital invested before they can even start. It would be nice if every workman in a factory could be one of the proprietors, especially when a strike or lockout is contemplated. But we were speaking of a "condition and not a theory." — Ed.]

If 15,9884 to 1 was the *correct* "commercial ratio" between gold and silver a quarter of a century ago, why should we not use the two metals at their correct commercial ratio now, which would be, approximately, 30 to 1? No. 112,747.

Good-natured antagonism is always welcome. It should be remembered that abuse is not argument, and that anger is a sign of weakness.

CYCLING IN CALIFORNIA.

There is not the energy nor excitement in the sport of cycling here that is seen throughout the East, or even about San Francisco. The reason of this is the semi-tropical climate, which has a lethargic effect even on those reared in the East or North.

With the sudden bursts of effort, often found in the tropics, there are booms here—in the Southwest—that make cycling lively, for the moment, and then more dead than ever, as an after result. This is illustrated in the track-building boom of last season. There were many fine bicycle tracks built in 1895; but there has been little racing this year,

Fifty miles south of the metropolis lies San Jose (in the county of Santa Clara), which excels all the rest of the United States, for the territory covered, in the good quality of the roads and the condition they are kept—being sprinkled daily. On account of these sandpapered roads, land thereabouts is worth from five hundred dollars an acre up to several thousand; and this is farm land, too. Good roads have raised the value until the farmers are all rich. They have to be to own the land.

Five hundred miles north of San Francisco is found the rainy country, where, as General Harrison said, "God does the irrigating." There, above the Oregon line, it rains half the year, and there is only a short summer of anyway decent roads. Some hundred miles further north there are better roads, in which, like the road surface in New York and other Eastern States, much of gravel is found. There is



A BURRO PARTY ON THE "OLD TRAIL" TO MT. WILSON'S SUMMIT.

and some of the tracks now grow grass. So with club life. At times there is a boom in clubs, and there is a club-life boom on here now.

On the Pacific Coast there is the diversity of climate that is even greater than found on the Atlantic. Here in Southern California we have the winter climate of Florida, with a summer as cool as Newfoundland's shores. And yet, five hundred miles north, at San Francisco, there is a fall climate all the year, which is as cool as New York or Boston in October.

And thus my readers can see that to discuss the good road question of the Pacific Slope is like talking about all the various road conditions of the rest of the earth, in one breath. For a hundred miles around San Francisco there are sandpapered roads, as a rule. Particularly is this the case around San Francisco Bay, where the hundred mile annual relay team race is run and most century runs occur.

a better interest taken in the roads of Washington than further south, but the population in both Washington and Oregon is still so thin that universal good roads will have to come through Government action and expenditures.

In what is known as the Southwest—Southern California, Arizona and a little bit of Mexico—there are really no good roads. True, there are bits of macadam in and on the edge of some cities; but as for country roads, they are all bad, according to the standard of what we know and think of as good roads.

The seven southern counties of this great State of California are shut in by the Tehachapi mountains on the north, the desert on the east, the ocean on the west and unimproved Mexico on the south. And of this third of California, a half is hardly yet reclaimed from the desert and foothills. The Spanish Californians of over a century ago used all

this country for grazing, and, as horses were plenty and everybody rode horseback, roads were not needed. Wagons and other vehicles were unknown, except in the few towns—and very scarce then, and of the most uncouth form. Travelers went from ranch to ranch, from Mission to Mission. Fresh horses were easy to obtain at each place, and were turned out at the next ranch, or Mission, and replaced by still other fresh mounts.

Thus roads here in this grand country are very modern. The best roads are the trails over the plains, called *mesa* roads. When heavy teaming is not done, these roads remain good all the year. As there is no rain here from early spring till the beginning of what is known as winter in the East, the roads that are used much get as dry as the rest of the land that is not irrigated. Sprinkling is, therefore, what is most needed on the roads of the Southwest, for narrow tires and heavy loads grind the road beds to powder in less than a month after the end of the rains. Then the roadside is used, until what is the highway looks like a summer fallow, from fence to fence—where there are fences. Sometimes straw and other refuse is placed on these much-cut-up roads, and, strange to say, the straw is a great improvement. Bicycle users, and even a few wagon users, have complained, and the wheelmen of San Francisco and Sacramento counties took the matter into the last legislature, aided by the present governor, who is an enthusiastic wheelmen. As the direct result, the State Highway Commission has examined the roads all over the State, and recommended sprinkling as the first stage of reform. The cost is about \$350 a year per mile. Here at Los Angeles, aided by campaign politics, good fruit, from sprinkling, has already been produced. The

San Fernando road, towards San Francisco, and is promised up through Cahuenga Pass and into San Fernando Valley, on the other side, to Ventura—eighty miles. Sprinkling is done several miles each way from Ventura and Santa Barbara, now, and above the Tehachapi, after the first fifty miles, most of the direct road to San Francisco is sprinkled two or more times a week.



STRAW ROAD NEAR POMONA CITY, CAL.
Photo. by Charles Fuller Gates.

It has been found most profitable to sprinkle by night, when evaporation is lightest; but of the hundreds of sprinkling routes in Los Angeles, nearly all is done in the heat of the day, when the awful glare of the sun soon dries up the moisture, except on the paved streets, where the irrigation is a nuisance.

At Santa Monica, San Diego, Santa Barbara and other seaport towns, the sprinkling is with salt water, which seems to be even better than fresh water.

Sprinkling is of great benefit in this dry land, but in some cases it does little good. On the alkali land there seems to be plenty of moisture, and sometimes too much. A third of the famous Magnolia avenue, in Riverside county, is thus kept free from dust by Nature. On the road to Riverside, that part now sprinkled has a sand spot, about fifteen miles east of this city, which has never yet been thoroughly saturated, and it is necessary to walk it when going by wheel, although the sprinkling wagon crosses it with a small deluge in passing daily. So with the Santa Monica road, to a considerable extent. The centre of the road, a little wider than a wagon track, is hard from daily sprinkling, which has been going on for a month; but this very hardness, being made with narrow tires and heavy loads, is little better than before for pleasure vehicles, as it is so rough surfaced. Probably, in cases like this, a little shaving and sandpapering with an ordinary road machine would be a blessing.

CHARLES FULLER GATES.

LOS ANGELES, CAL., Sept. 23, 1896.



SANTA MONICA CYCLE PATH ALONG ROADWAY.
Photo. by Charles Fuller Gates.

main road, inland to Riverside, San Bernardino and Redlands, is to be sprinkled all the way. From this city, the work of drilling roadside wells and erecting windmill and tank outfits has reached over half way to Pomona, and is to reach Riverside by the first of next year. Sprinkling is also being done on the

THE WHEELMEN'S JOY.

EDITOR L. A. W. BULLETIN:

I enclose you herewith a snap shot of the Lake Harriet cycle-path, thinking that same might be of



CYCLE PATH, LAKE HARRIET, MINNEAPOLIS, MINN.

interest to the readers of the BULLETIN. The path is really a part of the boulevard system of the park board of the city. While the entire thirty miles of boulevard is a first-class cycle road, the Harriet

cycle-path is the only path reserved exclusively for wheels. The path was built under the personal supervision of Supt. W. M. Berry, and is maintained by the park board. It is built of gravel, is eight feet wide, and extends a mile and a half along the eastern and northern shores of Lake Harriet.

In addition to this park, through the united efforts of the wheelmen of Minneapolis and St. Paul, a first-class gravel path has been built between the two cities.

The many delightful resorts to be found within easy wheeling distance of the two cities are nearly all reached over fairly good roads, and summer outings are enjoyed here to as great a degree as is possible anywhere as is attested by the great number of wheelmen visiting them.

With gravel paths, asphalt paving, and first-class country roads, the lot of the average Minneapolis wheelman is a happy one.

H. G. BRADBURY.

MINNEAPOLIS, MINN.

THE RAILROAD AND THE BICYCLE.

Every railroad in this country takes bicycles in its baggage cars. The present style of safety bicycle has been in general use for several years without material change in its shape or size. Baggage cars and baggage rooms everywhere contain a greater or less number of bicycles, and yet the most general practice is to pile them in against each other, with no provision whatever for the safety of the machines or the convenience of the baggage-men who have to handle them.

Railroad men complain that they are frequently called on to pay damages for injured bicycles, and yet they continue to tumble them together in piles. The wonder is that more are not broken. A few roads are fitting up with some sort of special facilities. Let us hope that the others may follow the example.

THE PRICE OF BEANS.

We have a letter from Ann Arbor, Mich., asking the price of beans, and, also, for a list of bean buyers. Although this is not exactly in our line, we are pleased to be of use to our correspondent. The present price of best white beans in the Boston market is \$1.50 per bushel. For a desirable list of buyers we would refer him to the Boston Directory, a copy of which would cost \$5.00.

RIDING a wheel with loose spokes is rattling fun.

NORTH CALIFORNIA ROAD BOOK.

The North California Division has a Road Book which is spoken very highly of by one of the members in that State. He says: "All roads which have been ridden over by the Official L. A. W. Road Book expert are shown on the maps by *red lines*. Those other roads which are to be found in each county, but which are seldom, if ever, used, are indicated by *dotted lines*."

"As the expert has ridden over every county, and had the benefit of various county officials, the roads selected are the best to be found in each particular county. The conditions are noted in black ink. The conditions, whether level, hilly, mountainous or good are explained by the following method: On the corner of each map will be found qualities of roads, and beneath it 1. Good; 2. Fair; 3. Poor; 4. Very Poor. The question of grades is covered by A. Level; B. Rolling; C. Hilly; D. Mountainous.

"For the further guidance of our members, we have inserted printed routes, giving the distances between various points, the League hotel of the town, also noting any particular point, such as a point where the rider should turn left or right, together with remarks, if necessary, where danger may exist."

Is the instrument barbers use for smoothing faces a hair-razer?

THE TRUE RATIO.



L
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A
•
W

16⁰⁰ miles of this to 1 of this.

WE WANT GOOD ROADS.

THE NEIGHBORHOOD BOY.

NIXON WATERMAN.

THE neighborhood boy is a neighborhood joy,
 With a heart that is earnest and true;
 And when'er he's away, to be absent a day,
 It puts the whole block in a stew.
 For without him the world in a shadow is furled
 And loses its beauty and light;
 But when'er he appears, then it suddenly clears,
 As he sets all our troubles aright.

Not a smile or a frown comes to our part of town,
 But what he can give us the facts;
 He is able to bring just the one needed thing
 Which elsewhere our happiness lacks.
 Folks may move in and out, yet he knows all about
 All the people who dwell in our street,
 And he brings us such news as we love to peruse
 While he gives every item complete.

He runs errands galore to the office and store,
 "Minds the baby" and favors like that,
 And there's none, we agree, quite so able as he
 To find a lost dog or a cat.
 He's a "mother's boy," yes, and that helps him to bless
 Whoever he happens to meet,
 And his heart is of gold and as manly and bold
 As any he hails in the street.

If there's any one sick, he's the first one to pick
 And to take them a simple bouquet,
 And though rich folks or poor — does n't matter —
 he's sure
 To scatter kind deeds in their way.
 The neighborhood boy is a neighborhood joy
 With a heart that is earnest and true,
 And when'er he's away, to be absent a day,
 It puts the whole block in a stew.

WILLIAM HENRY LOYD, of Philadelphia, is looking up the rights of bicycles and bicyclers on the highways, and particularly on toll road. The result will be that turnpike magnates who have been asleep for years will be stirred up by the wheelmen and made to do the proper thing. The bicycle is an all-around reformer.

"SIXTEEN TO ONE."

The photographs reproduced on this page were taken and arranged as given by W. J. Dunihue, Jamestown, N. Y., who writes that he will put a few of them in store windows, with an invitation to join the L. A. W. The Century Club of Jamestown, with 100 members, has built a five-mile cycle-path at a cost of over \$600.

WHERE ignorance is bliss
 (And sorrow comes with knowledge)
 'T were folly to waste a fortune just
 To send a boy to college.

THE picture on the front cover of this number of the L. A. W. BULLETIN, shows one of the many beautiful residence streets of Des Moines, Ia., a city that is working for fine streets and good roads.



FREDK. J. REVILLE, formerly manager of the bicycle department of the Remington Arms Co., has resigned his position with that concern.

NATIONAL MEET SOUVENIRS.

The Louisville '96 Meet Club has a few Souvenir Programmes, Credential Badges and Meet Club Buttons on hand. A copy of the Souvenir Programme and a sample of the Badge and Button, will be sent to any wheelman who will forward 25 cents to Thos. P. Craig, Secretary, Room 1, Board of Trade Building, Louisville, Ky. The price barely covers the cost of handling and mailing.



THE TRANSPORTATION PROBLEM.

The fight for reduced freight rates which the farmers, through their representatives, used to wage so earnestly and incessantly against the railroad companies, has now been brought nearer home.

Increased competition among railroad companies, dull times, and much legislation friendly to the farmers, have diverted the attention of the public from the railroads, many of which are in the hands of receivers, to the farmers, themselves, and the roads they maintain.

The cost of the long railroad shipment to the metropolis has been reduced nearly to the minimum. Attention is now being directed to the wagon road leading to the local market. Herein has lain a hidden enemy to the prosperity of the agricultural classes. The monster, Mud, has added so much to the cost of marketing, and thus, indirectly, to the cost of production, that thousands of farmers have failed, where, with good roads, they would have been happily prosperous.

Now that the farmers have found the wrong they wish corrected, is very close at hand, and has a vital influence on their welfare, they should not be slow to correct the evil. Every poor road robs them of profit and the pleasure of living, for amid their surroundings mud-clogged highways mean enforced isolation.

The transportation problem has become simplified. Every man is his own road-maker. Every neighborhood, town and city has its work to do. The proper amount of labor and legislation will correct the wrongs.

CONCERNING ASPHALT.

I have read with a great deal of interest an article which appeared in the *L. A. W. BULLETIN* of Aug. 21st and 28th, entitled "Asphalt and Its Uses," by Colonel F. V. Greene. There are, however, some inaccuracies in this article to which I desire to call attention.

On page 270, Col. Greene states that no California bituminous rock has been used for street-paving purposes, on a large scale, for longer than two years. This is entirely erroneous. In 1887, two hundred and ten thousand square yards of Alcatraz asphalt (which is a California product),

were laid on the main streets of Santa Barbara, Cal., and since that time the city has expended only about one thousand dollars in repairs. In San Francisco, from 1885 to 1894, pavements have been laid with California asphalt and California bituminous rock, to the extent of six hundred and twenty-eight thousand four hundred and ninety square yards. While some of the older San Francisco pavements are not perfect, yet their general condition is certainly equal to that of Trinidad asphalt streets of the same age throughout the country. I think that this is sufficient answer to the claim that California materials have been used only during the last two years, and that, therefore, their worth has not been proven. Besides bituminous sandstone, which is found in large quantities in various parts of California, there are found in the State vast beds of asphalt of the most superior nature, which are better adapted for use in the construction of pavements than any asphalt heretofore discovered in any country.

During the last five years there have been constructed with Alcatraz asphalt, nearly one million square yards of street pavements. These pavements have been laid in a great number of cities from San Francisco to New York.

F. N. VAIL.

[The time which has elapsed since Colonel Greene's article was written would account for the seeming inaccuracies referred to.—Ed.]

BEQUEST FOR GOOD ROADS.

The will of the late Peter Whitcomb of Roxboro, Mass., filed in the Middlesex probate court at Cambridge recently, bequeaths \$5,000 to the town of Roxboro, the income of which is to be used for the care and rebuilding of roads and bridges in the town.

A TRAVELING salesman gives it as his opinion that fifty per cent. of the traveling salesmen ride wheels, and he thinks the other fifty will soon do likewise. He adds, "We are all good roads advocates. When we get good roads in this country our winter sales will improve in the West, where trade is dull in the cold season because farmers cannot get to town."

THE "Wheelmen's Road Association," with 200 members, has been organized at Bristol, Pa., for the purpose of building side-paths, improving highways and securing legislation favorable to Good Roads and wheelmen's interests.

A GOOD road is one that is easily ridden.

A BEAUTIFUL highway is a pleasant invitation for us to see the sights it leads to.

HORSES would have good roads. Should men be satisfied with less?

THE narrow tire deepens the mire.

League of American Wheelmen

.. Official Department ..

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Secretary-Treasurer, Geo. F. Bauer, Jackson.

MISSOURI. Chief Consul, Robert Holm, 1554 Cal-
ifornia Ave., St. Louis. Secretary-Treasurer, W. M.
Butler, 2930 Osage St., St. Louis.

MONTANA. Chief Consul, Theo. H. Emery,
Helena.

NEBRASKA. Chief Consul, A. R. Edmiston, N. Y.
Life Building, Omaha. Secretary-Treasurer, W. M.
McCall, Kocler Hotel, Grand Island.

NEVADA. Chief Consul, A. C. Helms, Reno.

NEW HAMPSHIRE. Chief Consul, G. H. Pinney,
Hanover St., Manchester. Secretary-Treasurer, F. E.
Lafe, 95 State St., Concord.

NEW JERSEY. Chief Consul, Robert Gentile, 114
Westfield Ave., Elizabeth. Secretary-Treasurer, J. C.
Tattnall, Box 179, Trenton.

NEW YORK. Chief Consul, Isaac B. Potter. Sec-
retary-Treasurer, W. S. Ball. Office of the division,
Vanderbilt Building, New York, N. Y.

NORTH CAROLINA. Chief Consul, F. H. Kerrigan,
New City Hall, San Francisco. Secretary-Treasurer,
Stanley G. Sowers, 1520 Fulton St., Philadelphia.

NORTH DAKOTA. Chief Consul, P. Heinsberger,
St. William.

NORTH DAKOTA. Chief Consul, Oscar S. Cheney,
Grand Forks.

OHIO. Chief Consul, Parker G. Reed, Chillicothe.
Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

OKLAHOMA. Chief Consul, Charles L. Wanner,
Perry. Secretary-Treasurer, Redieus Harrison, 224
Chickasaw Ave., Oklahoma City.

OREGON. Chief Consul, A. J. Goss, Danville, 531 6th
St., Portland. Secretary-Treasurer, Frank M. Wells,
No. 7 Waldo Building, Portland.

PENNSYLVANIA. Chief Consul, Samuel A. Royle,
954 City Hall, Philadelphia. Secretary-Treasurer, P.
S. Collins. Division Office, 550 The Bourse, Phila-
delphia.

RHODE ISLAND. Chief Consul, George L. Cooke,
Box 108, Providence. Secretary-Treasurer, Nelson H.
Baker, 218 Westminster St., Providence.

SOUTH CAROLINA. Chief Consul, C. C. Mon-
aghan, Santa Ana. Secretary-Treasurer, J. A. Kelly,
311 New High St., Los Angeles.

SOUTH CAROLINA. Chief Consul, C. L. Egerton,
66 Pitt St., Charleston.

TENNESSEE. Chief Consul, Charles T. Scherer, 221
Main St., Memphis. Secretary-Treasurer, J. L. I.
Manager, Memphis Savings Bank, Memphis.

TEXAS. Chief Consul, F. W. Hope, Houston. Sec-
retary-Treasurer, C. J. Wilkins, 242 Elm St., Dallas.

UTAH. Chief Consul, L. N. Butler, Box 984, Salt
Lake City. Secretary-Treasurer, W. S. Evans, Box
987, Salt Lake City.

VERMONT. Chief Consul, B. C. Rogers, Burlington.
Secretary-Treasurer, G. W. Grady, Burlington.

VIRGINIA. Chief Consul, A. V. O'Neill, 42 Bank
St., Norfolk. Secretary-Treasurer, J. H. Higgs,
140 State St., Norfolk.

WASHINGTON. Chief Consul, E. C. Loomis, Tacoma.
Secretary-Treasurer, Percy E. Sinclair, Tacoma.

WEST VIRGINIA. Chief Consul, Charles H. Gager,
1010 Main St., Wheeling.

WISCONSIN. Chief Consul, W. A. Brown, Mar-
quette. Secretary-Treasurer, M. C. Potter, 504 F. Water
St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne.
FORUM MANAGER, Joseph Pennell, care J. S.
Morgan & Co., 22 Old Broad St., London, E. C.

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR Sir:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Date of Expiration

Number

Name

Street and No. or P. O. Box

City

State

City and Division in which my name is and to which I should be attached

Blanket will be stopped at date of expiration

Write references on margin below

State

Street or Box

City or Town

Cycle Club.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR Sir:—I enclose the sum of TWENTY DOLLARS, one dollar of which is for my initiation fee, and the remaining twenty-one dollars, for the first year's dues, and the remaining twenty-five cents I hereby request that you will enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. Constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and that I have no other membership in any other regularity affiliated club.

Name

Street or Box

City or Town

State

Cycle Club.

22

It was a water-proof ticket holder, made of the best alkali with a receptacle for ticket where it can be easily exposed to view, and a pocket for personal card, and 25 cents. If you want one in gold, stamped on the holder, send 50 cents. Circular holder, 10 cents.

ABBOT BASSETT,
12 Pearl St., Boston, Mass.

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BADGES and BUTTONS.

L. A. W. BADGE,
with royal purple rim. Gold, \$2.00.
Heavy plate, \$1.00. Sent by
insured mail.



OFFICIAL CAP PIN.

Size of cut. Enamelled front
in colors. Mailed to any ad-
dress for thirty five cents.

OFFICIAL
LAPEL BUTTON.

Mailed to any address for
twenty-five cents. The same
button with catch pin ladies' use.
Send orders for the above to



ABDOTT BANSSETT
12 Pearl St., Boston, Mass.

DON'T SEND POSTAGE STAMPS.

VETERAN BAR.

Any member who has been
connected with the L. A. W.
for ten consecutive years is
entitled to wear the bar. The
bar is of gold, with the
word "Veteran" in enamel.
All orders must be sent to the secretary accompanied
by the price of bar, \$2.50. Bar with gold letter at-
tached, \$5.50. Members holding numbers less than 1460
may place orders for the bar with their renewals.



NEW TICKET HOLDER.

We have a new ticket holder, simple in design and
moderate in price. It is of celluloid, steel bound, and
it exhibits both sides of the ticket without exposing it
to wear. It will be sold for ten cents.

STANDARD LEAGUE BADGE.

In order to supply a "long-felt want," we have had
made what we shall call the Standard League Badge.
It has a royal purple rim and is made in two qualities.
The gold badge we will send by mail for \$2 and a
plated badge for \$1. Those who desire a neat and in-
expensive badge may order of us.

ABDOTT BANSSETT, Sec'y.
12 Pearl St., Boston, Mass.

BADGE FOR THE LADIES.

We have had a few badges of the standard quality
set with a turquoise instead of a garnet. We recom-
mend these for the ladies, and can supply them in the
two-dollar badge only.

QUALIFIED LEAGUE CLUBS.

Following is a list of qualified League clubs to date.
There are many clubs which do not appear, through the
failure of the secretary of the club to renew the club, as
well as the membership. A certificate of membership
framing is issued to each club, and in the absence
of these the club cannot claim a place on the roll.

TOTAL, 186.

Arizona.—3

No. 457 Capital City C. C. Phoenix
628 Cocino C. C. Flagstaff
726 Tucson L. A. W. Club

Arkansas.—1

650 Arkansas Travelers C. C. Little Rock

Colorado.—3

693 Grand Junction W. C.
701 Monte Vista W. C.
714 Montrose Wheelmen

Connecticut.—3

370 Hartford Wheel Club
541 Rockville Wheel Club
718 Torrington Wheel Club

Illinois.—11

20 Peoria Bi. Club
141 Illinois Cycle Club Chicago
179 Capital City C. C. Springfield
313 Quincy Bi. Club
679 Jerseyville C. C.
679 Dixon C. C.
681 Kankakee Ramblers
706 Chicago C. C.
715 Freeport C. C.
741 Griggsville C. C.
742 Carrollton C. C.

Indiana.—3

670 Rodgers Clark Cycle Club,
718 Posey County C. C.
743 Cannerton C. C.

Iowa.—9

617 Centerville C. C.
612 Cedar Rapids C. C.
658 Bunapart C. C.
669 Moulton C. C.
714 Winterset C. C.
716 Marshalltown C. C.
717 Keokuk Whmn.
712 L. A. W. Cycling Club
717 Bohemian L. A. W. Club

Kansas.—7

157 Leavenworth Co. Whmn.
661 Topeka Ath. Ass'n Whmn.
667 Pittsburg Whmn.
667 Abilene B. C.
714 Salina B. C.
720 Weekly Wandering Weary Wabblers
731 Solid City Whmn.

Kentucky.—2

644 Louisville C. C.
660 Boyle County C. C.

Maine.—3

54 Portland Wheel Club
158 York County Whmn.
742 Central Wheel Club

Massachusetts.—35

112 Columbia B. C.
120 Hyde Park C. C.
124 Rovers C. C.
137 Roxbury B. C.
230 Whitinsville B. C.
254 Taunton C. C.
318 Somerville C. C.
340 Union B. C.
349 Newburyport B. C.
353 Press C. C.
397 Mt. Pleasant B. C.
405 Malden B. C.
405 Mass. B. C.
493 Mattapan Road Club
502 Eagle C. C.
534 Haverhill C. C.
534 Vesper B. C.
559 Shoe City Whmn.
560 Metropolitan Whmn.
568 Tiger Roadsters
571 Cambridgeport C. C.
605 Arlington Boat Club C. C.
607 Boston College Ass'n Whmn.
615 Cyclone C. C.
636 Quad Club
651 Good Roads C. C.
651 Connecticut Valley Whmn.
674 Warren B. C.
683 Massachusetts Whmn.
684 Bunker Hill Whmn.
696 Winnimmet C. C.
722 Review Club Cyclers
725 Oxford C. C.
735 Viking C. C.

Michigan.—4

22 Detroit Whmn.
34 Flint Whmn.
223 Benton Harbor Whmn.
658 Michigan C. C.

Missouri.—10

273 St. Louis C. C.
426 South Side C. C.
620 Kenneth C. C.
628 Monett Wheel Club
625 Century Road Club of Missouri
645 Mercury Wheel Club
672 Moberly C. C.
686 Central C. C.
711 Springfield C. C.
713 Sedalia C. C.

Nebraska.—4

613 Capital City C. C.
695 Omaha League of Wheelmen
701 Oriental C. C.
744 Fremont Wheel Club

Nevada.—1

705 Reno Wheelmen

New Hampshire.—2

718 Rockingham Bi. Club
618 Exeter Bi. Club

New Jersey.—6

37 Owl Bi. Club
290 Asbury Park Whmn.
673 Business Men's C. C.
678 Arlington Bi. Club
682 Ardel C. C.
745 North Hudson County Cyclers' Division of the Union

L. A. W.

New York.—17

1 New York Bi. Club
10 Vonkers Bi. Club Peekskill
21 San Corlaids Whmn.
123 Albany County Whmn.
181 Riverside Whmn.
185 Hudson Bi. Club New York City
123 Albany Bi. Club
355 Amphion Whmn. of Brooklyn
618 Century Whmn. of New York
661 Troy Bi. Club Troy
669 Kew-Forest County Whmn.
667 Haymarket Bi. Club Fort Plain
671 Richmond County C. C. Schenectady
686 Mohawk Whmn. of Schenectady
724 Lakeside Whmn.
721 Staten Island Whmn. Kresherville, L. I.
724 Catholic Union Whmn. Albany

North Carolina.—2

100 Ray City Whmn. San Francisco
703 Alpha C. C. San Francisco

Ohio.—14

14 Cincinnati Bi. Club
40 Canton Bi. Club
211 Steubenville Cyclers
226 Fostoria Bi. Club Cincinnati
252 Portokopia Whmn.
346 Woman's Wheel & Athletic Club of Canton Marietta
506 Lobell C. C. Sidney
612 Valley City C. C.
612 Springfield Racing Club
688 Alliance Bi. Club
694 Cincinnati Gym. C. C.
701 Toledo Whmn. Toledo
712 The Lima L. A. W. Racing Club
715 East Palestine C. C.

Oregon.—3

659 La Grande C. C.
666 Oregon Road Club Cyclers
685 Coos Bay Whmn. Marshfield

Pennsylvania.—20

13 Keystone Bi. Club Pottsville
17 Scranton Bi. Club
104 Allegheny Cyclers
180 McKeesport Cyclers
215 Warren C. C.
270 La Le Whmn.
485 Bellefonte Whmn.
509 New Castle C. C.
514 Latrobe Bi. Club Reading
501 York Wheeling Whmn. Du Bois
509 Arrow C. C. Altoona
503 Mercury Whmn.
507 Beaver Valley Cyclers
614 Renovo Ramblers
714 Williamsport W. C.
607 Union Whmn.
604 York Wheeling Whmn.
604 Y. M. C. A. Whmn.
709 Mooninghela C. C.
728 Logan Whmn. Ass'n Altoona

Rhode Island.—2

153 R. I. Wheelmen Providence
392 Narragansett Whmn. Providence

South Carolina.—3

91 Los Angeles Whmn. Los Angeles
643 Citrus Whmn.
720 Riverside Whmn's Training League

Texas.—3

696 El Paso Cycle Track Club
696 Elburne Cycle Club Brownwood
740 Pecan Valley L. A. W.

Utah.—2

619 Social Wheel Club Salt Lake City
731 Ogden Wheel Club

West Virginia.—1

687 Parkersburg Wheel Club

Wisconsin.—6

505 La Crosse County Whmn.
519 Appleton C. C.
502 Calumet Club Whmn. Milwaukee
739 Racine Athletic Ass'n
746 Pastime Cycle Club Green Bay
747 Kaukauna League Club

WISCONSIN DIVISION.

This is to certify that at a meeting of the Pastime
Cycle Club, Green Bay, Wis., held on the 5th day of
October, 1896, the following named member was elected
a representative from said Pastime Cycle Club, to the
State Board of Officers of the Wisconsin State Division,
L. A. W., for the current year:

A. B. PONTAINE.

In witness whereof we have hereunto subscribed our
names this 6th day of October, 1896.

OCT. 6, 1896.

ALBERT J. FONTAINE, PRES.
WM. HARMAN, SECY.

MICHIGAN DIVISION.

OFFICIAL TICKET.

Chief Consul.—Alva B. Richmond.
Vice-Consul.—George W. Carr.
Secretary-Treasurer.—Leo A. Caro.
Board of Officers.—Perry N. Morris, W. B. Ervin, E. W. Staebler, Fred Wells.
LEO A. CARO, Sec.-Treas.
GRAND RAPIDS, MICH., OCT. 5, 1896.

MICHIGAN DIVISION.

INDEPENDENT-PROGRESSIVE TICKET.

The undersigned members of the L. A. W., residing in Michigan, beg leave to place in nomination, for the officers of the Michigan Division, under the head of Independent-Progressive ticket, the following:
For Chief Consul.—Edward N. Hines, Grand Rapids.
For Vice-Consul.—Ervin F. Kemp, Grand Rapids.
For Secretary-Treasurer.—Frederick C. Stillson, Battle Creek.
For Representatives.—W. T. Eldridge, West Bay City; J. B. Mallory, Flint; G. H. Scharf, Ypsilanti; J. A. Beard, Port Huron.

Please see that they are given a place on the official ballot, under the head of Independent-Progressive.

Chas. W. Lloyd, 95,245
Edwin S. Anderson, 1,2923
Louis V. Veneberg, 26,476
J. H. Gould, 30,347
C. H. Rowe,
C. E. Christian, 100,737
J. H. Davis, 102,327
H. J. Marvin, 102,361
Frank L. Chidsey, 51,583
John A. Reid, 104,893
J. A. Freelandier, 61,502

TENNESSEE DIVISION.

To the Members of the Tennessee Division:—
During the end of my term of office as chief consul, it is with no little pleasure I draw attention to the fact that in the past year our division has rapidly increased in membership from a consulate of seventy members, in twelve months later we lack but a few of four hundred members, and while this increase is gratifying, yet, with the large number of wheels in use in our state, if the great advantage of League membership could be made known to all, we could not doubt have a thousand members. I have tried various plans to draw the attention of wheelmen to the League; among these the membership button and the crusade for clean streets have proved the most successful.

To get a local consul at every city or town in the State has been my earnest endeavor. In this it is to be regretted I did not always meet with success; that, too, hampered me to a great extent in arranging for League hotels.

I require the most persistent efforts to convince wheelmen that they will get natural results. A local officer who would take a lively interest in what vitally concerns themselves, would soon overcome all trouble and make plain sailing for the future. Even with our limited membership many good results have been achieved. It behooves us to be on the watch, for at the special session of the legislature a bill to tax every bicycle \$2.00 was introduced that has defeated on technical grounds, but will be sure to come up again at the regular session next winter. We are also being discriminated against by some of our railroads, who other charge 50 lbs. excess baggage or refuse to take a wheel, thus necessitating shipping by express. To this the Louisville & Nashville R. K. is no party, but is the true friend to wheelmen, carrying their wheels to all points on our line free of charge.

I hope the wheelmen will bear in mind that the question of compelling railroads to carry wheels free of charge when accompanied by owners has been successfully fought in New York State, and is now being taken up by other States through the League organization. It will therefore be of vital importance to sound the candidates for legislative honors of this State, and let them know they are for the just rights of wheelmen. If their answers are unsatisfactory, we need not and could not get them our support.

The Good Roads question, so ably put before the people all over the country by C. A. Locke, must require our support in every way possible.

It is an honor and a privilege to have appointed Messrs. Henry Hilder, F. Wetherell, W. B. Fike, T. S. Ford, with Mr. Holton Smith, of No. 8 Madison street, Memphis, Tenn., as chairman, as the nominating committee. The offices to be filled are: chief consul, vice consul, secretary-treasurer, and one representative to the National Assembly. I have written to the local consuls of the larger cities, and requested they take up the matter with their members, and either formulate a list or suggest names to the committee, so that a list satisfactory to all will be formed. Prompt action is necessary, as the ticket will be sent out the first week of the month of November. It is hoped that a lively interest will be taken in this election. Place men on the ticket that will push the interest of the division. We should be able to get out a Good Roads ticket every year. We have calls for it every day by our own members, and persons out of the State that wish to travel through. Let us keep pace with the other divisions of the League.

This is the earnest wish of your retiring chief consul.

CHARLES J. SCHERR.

UTAH DIVISION.

Herewith please find names of candidates nominated on independent L. A. W. ticket, to be balloted for this fall.

For Chief Consul.—Dr. N. W. Hewett, Salt Lake.
For Vice-Consul.—T. C. Brantley, Ogden.
For Secretary-Treasurer.—N. A. Spencer, Salt Lake.
I hereby certify that the above ticket was regularly nominated by the members of the L. A. W. meeting as provided in Section 8, Article IV, Constitution and By-Laws, Utah Division, League of American Wheelmen.
W. I. EVANS, Sec.-Treas., Utah Div., L. A. W.
SALT LAKE CITY, UTAH, Sept. 20, 1896.

UTAH DIVISION.

As Dr. N. W. Hewett has become a candidate for the office of Chief Consul of the Utah Division, the Executive Committee has appointed Mr. A. W. Caine to act in his stead as a member of the canvassing board.
W. I. EVANS, Sec.-Treas., Utah Div., L. A. W.
SALT LAKE CITY, UTAH, Sept. 20, 1896.

WISCONSIN DIVISION.

This is to certify that at a meeting of Kaukauna League Club, held on the 20th day of September, the following named member was elected as representative from said Kaukauna League Club to the State Board of Officers of the Wisconsin Division, L. A. W., for the current year:

G. H. BUSE.

In witness whereof we have heretofore subscribed our names this 27th day of October, 1896.
W. N. MCLFORD, Vice-Pres.
BERT W. FARGO, Sec.-Treas.

KAUKAUNA WIS., OCT. 27, 1896.

NORTH CALIFORNIA DIVISION.

To the Members of North California Division:

The following named persons having the requisite twenty-five signatures, as required according to Clause (b) of Article 3, of this division's By-Laws, are hereby placed in nomination for the respective offices named: Chief Consul.—Frank H. Kerrigan, San Francisco.
Vice Consul.—Henry F. Wynne, San Francisco.
Secretary-Treasurer.—Lewis C. Hunter, San Francisco.
Stanley G. Sovoren, San Francisco.
Representatives—at-Large.—J. W. Coffroth, San Francisco.
Francis T. Dwyer, Sacramento; J. S. Egan, San Francisco; Frank K. Lippitt, Petaluma; Sol. Peiser, San Francisco; Geo. H. Stratton, San Francisco; Geo. H. Strong, Oakland; A. P. Swain, San Francisco.

Each voter shall clearly designate his choice for each office by placing an "X" mark after the name of the candidate or candidates for whom he wishes to vote. The ballot must then be folded so as not to display the names thereon, and enclosed and sent to the chairman of the returning board, in the envelope provided for that purpose, the voter endorsing his name on the envelope under the words "Vote from".

All votes, to be counted, must be returned as per above instructions by the 25th day of October.

STANLEY G. SOVEREN, Sec.-Treas. North California Div., L. A. W.

NORTH CALIFORNIA DIVISION.

The following ticket has been placed in my hands, bearing the requisite twenty-five signatures of members of the League of American Wheelmen in good standing. Election will take place between the 15th and 25th of October, inclusive.

For Chief Consul.—Frank H. Kerrigan, of San Francisco.
Vice Consul.—Henry F. Wynne, of San Francisco.
Secretary-Treasurer.—Stanley G. Sovoren, of San Francisco.

Representatives-at-Large.—J. W. Coffroth, of San Francisco; Francis T. Dwyer, of Sacramento; J. S. Egan, of San Francisco; Frank K. Lippitt, of Petaluma; Sol. Peiser, of San Francisco; Geo. H. Stratton, of San Francisco; Geo. H. Strong, of Oakland; A. P. Swain, of Oakland.

This is in accordance with clause (b), of Article 3, of the division by-laws.

STANLEY G. SOVEREN, Sec.-Treas., North California Div., L. A. W.

SAN FRANCISCO, OCT. 2, 1896.

IOWA DIVISION.

Members will please take notice that Joe Beeson, of Okalauna, has been nominated for representative-at-large for the ensuing year, and that his name will appear on the official ballot.

F. A. MILLER, Sec.-Treas.

DES MOINES, IOWA, OCT. 6, 1896.

ARKANSAS DIVISION.

The second annual regular meeting of the Arkansas Division, League of American Wheelmen, will be at Hot Springs, on Wednesday, OCT. 14, 1896, for the purpose of nominating officers for the ensuing year and attending to any other business that may be presented.
ATTEST NEWBORN, Chief Consul.
W. J. D. MCCARTER, Sec.-Treas.

OHIO DIVISION.

The following local consuls have been appointed: J. F. Sherman, Pemberville.
Jno. D. Tennant, Cuyahoga.
J. S. Wilkins, Marysville.
J. D. Mulvihill, Holly.

The name of Percy W. Pummil, local at Bond Hill, was omitted from the recently published hand book through oversight.

The Hotel Beihn has been appointed League hotel, at Georgetown; rates, per day, \$1.00; meals and lodging, 25 cents each. Fraternally.

ARTHUR B. HAWSON, Sec.-Treas.

CHILLICOTHE, O., OCT. 10, 1896.

MASSACHUSETTS DIVISION.

ELECTION.

Following are the nominations for the Division Board of Officers made in accordance with Article V. of the Division By-Laws. These nominations will appear on the official ballot to be issued "on or before November 1" Against the name of each nominee is indicated by whom nominated:

FOR CHIEF CONSUL:

J. Emory Tippet, Boston, Election Committee

FOR VICE-CONSUL:

D. Edward Miller, Springfield, Election Committee

FOR SECRETARY-TREASURER:

Alonso D. Peck, Boston, Election Committee

FOR REPRESENTATIVE-AT-LARGE:

(to be elected)

Leopold Abraham, Roxbury, Election Committee
Louis H. Adams, Springfield, "
Wm. S. Atwell, Chelmsford, "
Geo. M. Halb, Lynn, "
Arthur Babbitt, Taunton, "
Edward F. Burham, Newton, "
Wm. F. Chipman, Jr., Boston, "
Arthur W. Cutler, North Cambridge, "
Clarence Danforth, Newburyport, "
Wm. F. Chipman, Jr., Boston, "
Wm. C. Dillingham, East Cambridge, "
Warner S. Doane, Arlington, "
W. D. Donner, Malden, "
Warren How, Hingham, "
Sterling Elliott, Newton, "
Howard H. Emery, Roxbury, "
John J. Fecit, Roxbury, "
Frank C. Flint, Chicopee Falls, "
Chas. W. Foudrainer, Boston, "
Albert G. Frothingham, Boston, "
Fred I. Horton, Boston, "
James S. Gray, Mattapan, "
Frank W. Gurney, Brockton, "
Lincoln Holland, Worcester, "
Alexander R. Kellie, Roxbury, "
Walter G. Kendall, Quincy, "
John C. Kerrison, Revere, "
A. M. Lloyd, Roxbury, "
C. F. Martin, Boston, "
F. S. McCausland, Jr., Somerville, "
Howard E. Morine, Boston, "
Henry U. Nickerson, Winchester, "
G. E. Patton, North Adams, "
Chas. C. Payson, Somerville, "
Arthur K. Peck, Boston, "
Chas. G. Perovich, Boston, "
W. J. Porter, Hyde Park, "
W. D. Preston, Fitchburg, "
H. H. Kenches, Lake River, "
W. H. Robinson, Chelmsford, "
Frank H. Shute, Gloucester, "
Fred K. Snow, Cambridge, "
W. W. Sanford, Boston, "
Allen W. Swan, New Bedford, "
Reuben S. Swan, Brookline, "
Walter W. Twine, Salem, "
Chas. P. Tucker, Boston, "
Thos. S. Wells, Lawrence, "
Spencer T. Williams, Malden, "
John F. Wynn, New Bedford, "
Nominates notify any errors in names or addresses by name notify me at once.

ALBERT G. FROTHINGHAM, Clerk of Committee.

BOSTON, OCT. 12, 1896.

INDIANA DIVISION.

The nominating committee have selected the following candidates to be voted for by members of this division:

Chief Consul.—Wallace Sherwood, Indianapolis.
Vice Consul.—Walker B. Haason, Jeffersonville.
Secretary-Treasurer.—Eugene C. Nace, Indianapolis.
Representatives.—F. R. Leveing, La Fayette; H. M. Giond, Madison; Louis Inman, Washington; W. S. Daniels, Plymouth.

H. W. FOLTZ,
G. C. STACY,
F. B. GOWEN,
C. K. HENDERSON,
Committee.

Al. Piers has been elected as representative of the

Rogers Clark Cycle Club on the official board of this division.

F. K. Levering, of LaFayette; H. M. Gould, of Madison, and Louis Imandi, of Washington, to fill appointed representatives by the chief consul, to hold annual vacancies.

The following is additional list of local consuls and League hotels:

CONSULS.		HOTELS.	
H. M. Gould,	Madison	North Manchester,	Skeller,
A. J. Long,	Fountain	Shelbyville,	Kay,
A. H. Irviller,	Perceton	Portland,	Merchants,
J. Q. Davis,	North Salem	Bremen,	America,
		Cannelton,	Sunlight,
		Tell City,	Marawee,
		Rockville,	Park,
			C. G. Mueller, Sec.-Treas.

RENEWAL LIST NO. 13.

Including renewals from Sept. 10 to Oct. 9 inclusive.	
Alabama	1 Nevada
Arizona	2 New Hampshire
Arkansas	3 New Jersey
Colorado	4 New Mexico
Connecticut	11 New York
Delaware	1 North Carolina
District Columbia	3 North Carolina
Florida	1 North Dakota
Georgia	1 Ohio
Illinois	29 Indiana
Indiana	3 Pennsylvania
Iowa	13 Rhode Island
Kansas	37 South Carolina
Kentucky	6 South Carolina
Louisiana	1 South Dakota
Maine	5 Tennessee
Maine Provinces	1 Texas
Maryland	4 Utah
Massachusetts	51 Vermont
Michigan	13 Virginia
Minnesota	1 Washington
Mississippi	2 West Virginia
Missouri	49 Wisconsin
Montana	1 Wyoming
Nabaska	2 Switzerland

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, Oct. 16, 1906.
Total 652-489,876.

Over 133,000, ARKANSAS, 2-209.

Unattached.
390 Mayer, L., 612 Central ave., Hot Springs
1 Miller, Milton, box 73, Arlington Hotel, Pine Bluff.

Over 133,000, COLORADO, 1-740.

Unattached.
362 Lerger, H. C., box 1051, Boulder

Over 133,000, CONNECTICUT, 2-1,280.

Waterbury W. C.
283 Thoms, W. F., 47 Spencer ave., Waterbury
Unattached.
4 Haviland, J. T., 28 Middle st., Bridgeport

Over 133,000, DELAWARE, 1-45.

Will's Club.
366 Gray, Chas. E., 6 So. Clayton st., Wilmington

Over 133,000, DISTRICT OF COLUMBIA, 1-228.

306 March, Chas. E., 909 Mass. ave., N. W., Washington

Over 133,000, ILLINOIS, 4-3,150.

Crawford B. C.
397 Grant, August, Bloomington
Maywood W.
8 Buell, Henry A., box 507, Maywood
Unattached.
9 Chamberlin, Walter H., 1527 Meadbrook bldg., Chicago
400 Anderson, Louis, Wells bldg., Quincy

Over 133,000, INDIANA, 2-069.

Unattached.
401 Roemer, Frederick N., 67 E. Wash. st., Indianapolis
2 Glasz, Edwin L., Vincennes
Over 133,000, KANSAS, 5-746.
G. Q. C. C.
402 Reed, J. R., Council Grove
4 Scott, E. D., " "
Unattached.
5 Backus, J. T., 19 & Centre ave., Kansas City
6 Chessman, E. G., Heno
7 Chessman, A. A., Tonganoxie

Over 133,000, LOUISIANA, 21-261.

Wheelmans Rest.
408 Glass, Jas., 725 Canal, New Orleans
Nonfren Wh'lm.
9 Jensen, Dr. H. L., 512 St. Charles st., " "
410 Schwartz, L. L., 735 Canal st., " "
Unattached.
1 Hostick, E. H., Amite City
2 Craig, V. E., " "
3 Forsberg, Henry P., " "
4 Ingalls, E. D., " "
5 McClelland, H. P., " "
6 Stewart, C. S., " "
7 McArthur, Arthur, Jr., Delaronde & Algiers
8 Gelbke, C. P., 1321 Patterson, " "
9 Bush, Henry G., Montegut
420 Bionda, Miss Amy, Station F., New Orleans
1 Beltran, Robert J., 513 Court st., " "
2 Pink, Jacob, 321 S. Rampart, " "
3 Katz, J., 537 S. Rampart, " "
4 Levy, William M., 1382 Magazine st., " "
5 Colecek, R. H., 377 Carondelet, " "
6 Thorn, Chas. B., Audubon place, " "
7 Thomas, E., 1523 North Mtn, " "
8 Vasson, Guy D., 143 So. Claiborne, " "

Over 133,000, MAINE, 1-401.

Unattached.
429 Jennison, S. K., box 33, Kittery Point
Over 133,000, MARYLAND, 1-1,184.
Unattached.
430 Habbighurst, Chas. F., 2314 Bantow pl., Baltimore

Over 133,000, MASSACHUSETTS, 10-9,424.

Union Road Club.
431 Codman, Franklin L., 337 Neponset ave., Dorchester
Hyde Park C. C.
2 Benart, Bennett, 35 W. River, Hyde Park
Summer C. C.
3 Hathaway, Walter F., 36 Maxfield, New Bedford
Somerville C. C.
4 Fiedling, John R., 40 Highland ave., Somerville

Unattached.
5 Brader, Marion U., Hotel Copley, Boston
6 Philip, Barrett, 39 Kilby st., Everett
7 Nickerson, Wm. K., 63 Cottage st., Milford
8 Whipple, Frank A., 20 Church, " "
9 Chase, Geo. S., 19 Lancaster st., " "

N. C. C.
440 Mason, F. Eva, Raymond st., Cambridge
1 Jackson, H. T., 45 Sherman st., Roxbury
2 Atkins, Bert, Salem
3 Atkins, Lester, " "
4 Shortell, J. P., " "
5 Philpot, A. L., 10 Dell, Somerville
6 Vinat, Miss Martha A., 9 Aldersey st., " "
7 Holman, Arthur R., 20 Mt. Vernon st., " "
8 Nieman, H., 100 E. So. Boston
9 Puffer, Wm. L., box 88, West Newton

Over 133,000, MICHIGAN, 31-068.

Detroit W. W.
450 Anger, Otto, 26 Waterloo, Detroit
1 Anger, C. A., " "
2 Barthel, C. L., 333 Randolph, " "
3 Redden, Fred, 508 Congress, E., " "
4 Beebe, Chas., 664 Sixth st., " "
5 Burrel, Ed., 817 Second ave., " "
6 Guttural, Willie, 53 Willis, " "
7 Crasnow, Geo., 769 Howard st., " "
8 Freels, John, 259 Gratiot ave., " "
9 Hanshaw, H., 60 Woodward ave., " "
408 Knudsen, Frank, 774 Jefferson ave., " "
1 Keboe, N., 339 Trumbull, " "
2 Myers, Frank, 308 National ave., " "
3 Moulter, Chas. B., 406 Lafayette ave., " "

4 McFriedes, Geo., 230 Jefferson ave., " "
5 Miller, W. F., 441 Roselle st., " "
6 Moffat, Wm., 3070 Trumbull ave., " "
7 O'Brien, Frank P., 289 Fifth, " "
8 Riker, H. R., 24 Michigan ave., " "
9 Smith, C. G., 132 Spencer, " "
470 Sheford, L., 229 Harrison, " "
1 Ueckerman, R., 133 Adams, E., " "
2 Vinsberg, Sol., 37 Monroe ave., " "
3 W. Fred, Mechanics Bank, " "
4 White, M. D., 73 Brush st., " "
5 Westcott, Fred, 73 Nibley st., " "
6 Wanderer, Oscar, 273 High st., " "
7 Weitzman, Paul, 61 Adelaide st., " "
Unattached.

8 Camels, Dr. T. P., 4 University bldg., " "
9 Pungs, W. A., 30 Ferry ave., " "
460 Fidd, P. D., 117 Kansas, Grand Rapids

Over 133,000, MISSOURI, 10-2,160.

Crawford B. C.
481 Weber, Hugo L., Walswright bldg., St. Louis

Oriole B. C.
2 Berry, A., 312 Virginia, " "
3 Bretcher, G. J., 3730 Illinois ave., " "
4 Hoffman, Geo., 3840 Indiana ave., " "
5 Klesewer, Chas. F., 2121 Chipewa, " "
6 Klesewer, Chas., 2002 St. Louis, " "
7 Stephenson, E. N., 917 Wyoming, " "
8 Waters, David, 310 Barry, " "
9 Wier, Eugene, 3807 Kosciuszka st., " "
490 Zesch, Wm., La Salle, " "

Unattached.
1 Mohrman, Edw. W., 1455 Dodder st., " "
2 Pollman, Walter, 3002 St. Louis, " "
3 Sammers, W. C., 3503 Finney ave., " "
4 Seaman, Chas. W., 5161 Minerva ave., " "
5 Staughton, T. S., 1023 Maryland ave., " "
6 Tushet, Harry A., 4247 Meramec, " "
7 Woodard, Fred, 5508 Vernon ave., " "
8 Waters, J. B., 711 Locust, " "
9 Wells, H. S., 2943 Eads ave., " "

Over 133,000, NEBRASKA, 20-404.

Omaha B. C.
500 Bartlett, W. L., 2213 Leavenworth, Omaha
1 Lincoln, W. D., 1144 So. 25th, " "
2 Boston Store W. C., " "
3 Bjorkman, Gus, 1014 S. 32d, " "
4 Busman, Charles, 1135 So. 17th, " "
5 Spurr, Albert E., 1923 Dodge, " "
6 Whitworth, Arthur R., 1724 Dodge, " "
C. Coast, C.
6 Gillet, Emil J., 721 N. 16th, " "
7 Wilderman, Chas. A., Post Office, " "

Unattached.
8 Arnett, C. H., box 74, Lincoln
9 Broadhead, F. H., 405 Sweeney block, Omaha
510 Heydensdorf, Otto, 821 No. 16th, " "
1 Vicksburg, " "
2 Conroy, W. W., Post Office, " "
3 Coleman, G. F., 1912 Dodge, " "
4 Corvett, R. T., 1912 Dodge, " "
5 Cackley, Geo. M., 125 N. 16th st., " "
6 Dean, Fred T., 413 Sibley b'k, " "
7 Green, Frank A., Drexel Hotel, " "
8 Gallagher, C. V., 2210 Webster, " "
9 Gutman, J. H., Brunswick, " "
620 Kellogg, W. H., 2110 Lake, " "
1 Nelson, S. H., 20 No. 25th, " "
2 Palmer, Ed., 401 So. 10th, " "
3 Patterson, P., 120 No. 15th, " "
4 Rehnborg, Louis, 15 & Harney, " "
5 Stafford, H. C., 2918 Farnam, " "

Over 133,000, NEW HAMPSHIRE, 2-

Exeter B. C.
526 Charles, Frederic A., 110 Water st., Exeter
7 Read, Louis N., Front st., " "

Over 133,000, NEW JERSEY, 41-4,523.

N. C. C.
528 Klein, L. C., 20 Elm st., Newark
1 H. C. Co., " "
9 Hunsam, Wm. R., 108 Gatenberg st., Gattensberg
530 Foley, Dr. M. F., 706 Garden st., Hoboken
1 Battenham, Theo., 410 Blunn st., Union Hill

Unions Hill
2 Matthews, Rose, 524 Garden st., " "
3 Martin, Max, Humboldt st., " "
4 Lott, Stella, 534 Morgan st., " "
5 Wallace, Stacia, 121 Union st., " "
6 Clinton, Mudge, 355 West st., W. Hoboken
7 Schiff, Fred, " "
8 Schaaf, August, Humboldt, Union Hill
9 Hall, Frank, Bergen County Wheelmen, Ridgefield
Unattached
540 Starr, John F. Jr., 25 Market st., Camden
1 Sharp, J. Spencer, 515 Berkeley st., " "
2 Smith, Andrew E., 538 Penn st., " "
3 Fink, Clarence, 214 Union st., Elmhurst
4 Irwin, Jas. R., Jr., 307 Grove st., " "
5 Stone, Lyman M., " "
6 Street, Joe, " "
7 Lawrence, I. C., 700 Bloomfield st., Hoboken
8 Sien, Chas. Jr., 50 10th st., " "

- 9 Clark, Mrs. S. Wellman, 110 Mercer st., Jersey City
- 520 Curran, John R., 44 Waverly st., " "
- 1 "Medole, Harriette L., 77 Brinkerhoff, " "
- 2 Curtis, Harold S., Lakewood
- 3 Brown, C. W., Mt. Holly
- 4 Vreeland, Fred K., 228 Orange rd., Montclair
- 5 Graham, M. J., 60 N. Fullerton ave., " "
- 6 Muford, L. Knapp, " "
- 7 Wilston, August, 614 Bloomfield ave., " "
- 8 Brintnighoffer, Henry, 226 Clinton ave., Newark
- 9 Geo. W. Prudential Ins. Co., " "
- 500 Nickerson, Chester A., 66 S. 10th st., " "
- 1 Platard, F. G., First st., Oceanic
- 3 Pruden, W. H., 106 Wash. st., Paterson
- 3 Hansen, Paul A., Brinkerhoff st., Ridgeland Park
- 4 Spelden, C. C., Summit
- 5 Davenport, I. L., Woodstown
- 6 Bretsch, Joseph, Winslow
- 7 "Bernardo, Miss Cora W., Whiting
- 8 Ware, A. L., " "
- Over 135,000, NEW YORK, 225-19,450.**
- Greater New York Wt'M., Brooklyn
- 560 Smith, Geo. B., 654 Belvoir, Kings Co., "
- 370 Newman, F. H. M., D. 107 Hancock st., " "
- 1 Bonning, W. C., 182 56th st., " "
- 2 Johnson, Peter, 236 Bergen st., Bay Shore C. C.
- 3 Roward, Frank L., box 311, Bay Shore
- 4 Toldard, Otto, 146 Lynch st., Brooklyn
- 5 Toldard, Chas. A., 854 Fulton st., " "
- 6 Cuttrel, J. W., 415 14th st., " "
- 7 Boyer, Miss Adele Louise, 200 Jefferson ave., " "
- 8 Troy, S. C., " "
- 9 Barrett, Frank, 65 Mohawk st., Cobeco
- 10 Kraling, C. C., " "
- 11 Barrett, George H., 232 Pearl st., Corning
- 12 Southold
- 560 Smith, Chas. F., Cutchogue
- 1 Fairchild, C. H., Honeyoe Falls
- 2 Centry W., " "
- 3 Biker, John N., 416 Sixth ave., New York
- 4 Richardson, W. D., 180 Broadway, " "
- 5 Touring Club, " "
- 6 Jenkins, E. L., 353 West 57th st., " "
- 7 Harlem Wheelmen, " "
- 8 Coe, Joseph, 1 West 115th st., " "
- 9 Astoria C. C., " "
- 10 Wasach, Joseph, 279 West 113th st., " "
- 11 Friedlander, Ernest, 261 7th st., " "
- 12 Long Island City
- 5 Prowse, James, Jr., 528 Flushing ave., Golden Rod W.
- 9 Eckstein, Fred, 62 East 4th st., New York
- Van Courtland W., " "
- 500 Nostrand B. B., Jr., Peekskill
- Poughkeepsie B. C., " "
- 1 Barlow, M. H., 286 Main st., Poughkeepsie
- 2 Borsi, Jr. Nelson, 24 Academy st., " "
- 3 Tarrytown B. C., " "
- 4 Hall, Fred J., box 43, Tarrytown
- 5 Knickerbocker Club, " "
- 6 Potter, E. C., Westchester
- 7 Fairchild, " "
- 8 Heyson, Francis Johnstone, Annandale
- 9 Arnold, Benjamin Walworth, 11 Tea
- Brook st., " "
- 10 Richardson, F. W., 116 Lancaster st., Albany
- 11 Jones, Sydney T., 82 Elk st., " "
- 12 Leggett, Edward H., Attorney Gen'l's Office, " "
- 500 Zed, Frank H., 182 No. Swan, " "
- 1 Messenger, John, Jr., 71 Remsen st., Astoria
- 2 Tomlinson, Daniel W., 414 East Main st., Batavia
- 3 Leffer, James, 86 Main st., " "
- 4 Behrens, Richard H., 1505 Fulton st., " "
- 5 "Ringham, Ada L., 250 Lafayette ave., " "
- 6 Boyd, C., 175 Hicks st., " "
- 7 "Bridges, Clara Louise, 196 Clinton st., " "
- 8 Edwards, Charles A., 16 Arlington pl., " "
- 9 Fitzgerald, J. W., 176 Nostrand ave., " "
- 10 Goodell, John M., 32 McDonough st., " "
- 11 "Lyon, Miss E. C., 164 McDonough st., " "
- 12 Kauter, Alfred, 142 Henry st., " "
- 3 Marsh, Timothy E., 43 Lexington ave., " "
- 4 Murray, Francis F., 90 No. 9th st., " "
- 5 "Krylor, John H., 1111 Bergen st., " "
- 6 Waugh, Dr. D. W., 388 Clinton st., " "
- 7 Waugh, H. H., 38 Schermerhorn st., " "
- 8 Bennett, Rockville, 49 Indis st., " "
- 9 Kristman, Charles, 402 Hamden ave., " "
- 10 Collins, Rev. E. V., 414 Clermont ave., " "
- 11 De Long, Jos. J., 1362 Dean st., " "
- 2 Ferris, Walter D., 1362 Bedford ave., " "
- 3 Fowler, A. S., 34 Cooper st., " "
- 4 Hawkins, Henry B., 470 14th st., " "
- 5 Koerner, Richard J., cor Woodbine and Broadway, " "
- 6 "Avesque, Jas. L., 63 So. Elliott pl., " "
- 7 Lewis, Chas. E. F., 100 Decatur st., " "
- 8 McLaren, Alfred S., 380 Clinton st., " "
- 9 Miller, Geo. G., 454 Hamilton st., " "
- 10 "Wells, K., 2154 Atlantic ave., " "
- 11 Smith, Harry C., 178 Hewes st., " "
- 12 Sayre, Chas. D., 174 Clinton ave., " "
- 13 "Robert, 537 First st., " "
- 14 Warburton, T. H., 401 Union st., " "
- 15 Curtis, Henry P., 100 Johnson park, " "
- 16 Fliske, Frank W., Jr., 64 Oakland pl., Buffalo
- 17 Harris, Geo. J., 20 Niagara st., " "
- 18 Seaman, Chas. F., Central Valley
- 19 Ryder, George D., Cobleskill
- 20 Corti, Louis Zelig, box 21, Dover Plains
- 1 Chapman, Dr. Geo. B., " "
- 2 Middlebrook, Jos., Dobbs Ferry
- 3 McCallin, Ed., Glenham
- 4 Underhill, Mrs. E. A., " "
- 5 Hartley, Edward W., box 227, Gouverneur
- 6 Holden, Miss Anna F., Honeyoe Falls
- 7 Hatch, Frank C., 32 East Mill st., Ithaca
- 8 Gilbert, Albert, Jr., 1 Fulton pl., " "
- 9 Gordon, Ed. D., box 113, Jamestown
- 10 "Mabel, 131 Johnson st., " "
- 11 Crawford, J. E., 164 West 2d st., Middle Falls
- 12 "Armstrong, L. W., 17 Maiden Lane, Mt. Vernon
- 3 Andrews, Frank H., 121 East 47th, New York
- 4 Beatty, W. Gedney, 3 East 9th st., " "
- 5 Beatty, A. Chester, 3 East 9th st., " "
- 6 "Burr, Miss Ella Virginia, 137 W. 21st st., " "
- 7 Carreah, Dr. J. S., 18 West 21st st., " "
- 8 "Cous, Chas. 264 West 21st st., " "
- 9 Clark, Fred H., 87 Front st., " "
- 10 Cook, W. H., 2 Wall st., " "
- 11 Cheron, Pierre J., 34 Greenwich ave., " "
- 12 "Kirkhill, Mrs. A., 226 West 59th st., " "
- 3 Riggs, Rev. Chas. L., St. Michaels Kps. Church, " "
- 4 Caldwell, Wm. H., 7 West 126th st., " "
- 5 "Ford, 155 Lincoln ave., " "
- 6 Foote, Miss V. Z., 137 West 21st, " "
- 7 Flynn, John, 16 Exchange place, " "
- 8 Forman, Miss Rosetta F., 157 W. 21st, " "
- 9 "Giblin, box 7, 321 East 52d st., " "
- 10 Godfrey, E. D., 44 West 57th st., " "
- 11 "Howard, Bronson, 201 West 78th, " "
- 12 Jensen, Jos., 552 W. 4th st., " "
- 13 "Johnson, Chas., 112 Varick, " "
- 14 Joseph, Harry M., 1638 Madison ave., " "
- 15 Keller, D., 235 East 48th st., " "
- 16 Kidner, John F., 61st st. & Ave. A., " "
- 17 Ludlam, Frank, 8 West 16th st., " "
- 18 Morris, Geo. P., 605 Kingsbridge Road, Fordham, " "
- 19 "Maquary, E. L., 123 East 23d st., " "
- 500 Phillips, I. S., 1661 Madison ave., " "
- 1 Rothschild, Isaac, 132 Nassau st., " "
- 2 Rothel, J. M. D., 121 East 60th, " "
- 3 Rath, Frederick A., 413 East 116th st., " "
- 4 Schneider, Chas., 171 East 86th st., " "
- 5 Stockton, James M., 57 Broadway, " "
- 6 Stockton, Adelaide C., 57 Broadway, " "
- 7 Swetzel, Dr. H., 150 Front st., " "
- 8 Topping, F. O., 1323 Broadway, " "
- 9 Wiener, E. M. D., 48 East 65th, " "
- 10 "Wright, C. F., 228 West 85th st., " "
- 11 Wright, Clark M., D., 165 West 85th st., " "
- 12 Allen, Wm. J., 163 W. 87th st., " "
- 13 Allen, Wm. J., 163 W. 87th st., " "
- 14 "Arcure, P. D., 4 East 49th st., " "
- 15 Andrews, Avery D., 97 Cedar st., " "
- 16 Barco, F. A., 916 Trinity ave., " "
- 17 Boyd, Rob't J., 104 Nassau st., " "
- 18 Berry, Mrs. C. F., 166 W. 48th st., " "
- 19 Bernheimer, Mrs. Belle, 35 W. 72d st., " "
- 20 Rickelshamp, Wm. H., 630 E. 162d st., " "
- 1 Bird, Patrick H., 294 10th st., " "
- 2 Clark, Geo. K., 50 E. 79th st., " "
- 3 Conrad, Henry, 110 E. 90th st., " "
- 4 Curtis, H. N., 112 E. 17th st., " "
- 5 "Davidson, H. P., W. S. Harge Office, " "
- 6 "Daubrough, Nick, 83 Nassau st., " "
- 7 Danher, Herman, 128 Water st., " "
- 8 Ebert, Edw. T., 556 E. 165th st., " "
- 9 "Chas., 425 Broome st., " "
- 10 Gregory, W. F., " "
- 11 Howe, Edwin A., 151 W. 165th st., " "
- 12 "Hew, Chas. A., 64 E. 165th st., " "
- 13 "Kraus, Mrs. Emma L., W. S. 22d st., " "
- 14 Kruse, Dr. H., 652 E. 152 st., " "
- 15 "Kinney, Dr. W. R., 38 Broad st., " "
- 16 "Kraus, Miss Anna, 27 W. 19th st., " "
- 17 "Klinker, Anna A., 423 W. 51 st., " "
- 18 Kenneren, Stephan A., Hotel St. Andrews, 72d ave., " "
- 19 "Klein, John H., 239 6th st., " "
- 20 Lamoreaux, Chas. W., 207 E. 26th st., " "
- 1 "Lounsbey, R. P., 15 Broad st., " "
- 2 "Loughner, Mrs. Sofia, 36 Edgecomb ave., " "
- 3 "Laporte, Wm. J., 96th st., " "
- 4 "Lomgren, John E., 24 Broad st., " "
- 5 "Latrop, Chas. B., 751 5th ave., " "
- 6 "Molinsart, Roland, 349 Madison ave., " "
- 7 "Meyra, Heinrich, 5 W. 21st st., " "
- 8 "Moore, Francis G., 45 E. 34th, " "
- 9 Meyer, Wm., 1252 3d ave., " "
- 10 "McKewen, Mrs. Ella F., 20 E. 26th st., " "
- 11 "Mcweeney, J. F., 483 W. 145th st., " "
- 12 "McCord, John C., Beach Terrace, 143d st., E., " "
- 13 "Marched, Randolph H., 62 W. 23d st., " "
- 14 "Ottersen, W. Curtis, 51 Leonard st., " "
- 15 "Pierdon, E. F., 125 Fulton st., " "
- 16 "Purvis, H. J., 181st st. & 11th ave., " "
- 17 "Hansher, Miss Marguerite, 682 W. End ave., " "
- 18 "Hosenthal, Albert, 104 E. 90 st., " "
- 19 "Reichert, Chas. E., 2210 7th ave., " "
- 20 "Robles, Henry, 658 E. 161st st., " "
- 1 "Rutherford, Walthrop C., Knickerbocker Club, " "
- 2 "Roe, Eltinge P., 31 Irving pl., " "
- 3 "Silverstone, A., 212 Pearl st., " "
- 4 "Scott, W., 345 W. 122 st., " "
- 5 "Shelis, Louis, 207 Hayward st., " "
- 6 "Schulman, Alexander, M. D., 2d ave., " "
- 7 "Schulman, Augustus, 64 Banks st., " "
- 8 "Seligman, Mrs. Jefferson, 11 E. 69 st., " "
- 9 "Scharf, Harry W., 332 4th ave., " "
- 10 "Scharf, Chas. E., 213 3rd ave., " "
- 11 "Taft, Chas. H., box 1116, " "
- 12 "Tiehenor, H. D., 16-18 Exchange pl., " "
- 13 "Tallman, Daniel C., 8 W. 102 st., " "
- 14 "Terry, John T., Jr., 130 Water st., " "
- 15 "Kushow, W. B., Bank st., New Rochelle
- 16 "Lane, G. Frank, " "
- 17 "Monroe, Frank, " "
- 18 "Norton, Chas., " "
- 19 "Mason, Miss Verley H., Peekskill
- 200 Hopkins, Rev. W. H., 3 Baiding ave., Poughkeepsie
- 1 "Nelson, Edward A., Opera House, " "
- 2 "Millspaugh, W. E., 42 Pike st., Port Jervis
- 3 "Gleudinning, Alex., " "
- 4 "Carmstadt, Alex. Jr., 33 East ave., Rochester
- 5 "Bush, Peter, 67 North ave., " "
- 6 "Egbert, Eugene J., 19 Penn st., " "
- 7 "Eaton, Geo. L., 70 N. Goodman st., " "
- 8 "Kearney, Laura, 38 E. 13th ave., " "
- 9 "McFarland, Miss Mame, 153 Mt. Hope ave., " "
- 10 "Everest, C. M., 350 West ave., " "
- 11 "Gorlaine, Geo. J., 33 East ave., " "
- 12 "Jameeson, Arthur, 1200 Granite bld'g., " "
- 13 "Joiner, M. C., box 215, " "
- 14 "Gumpsham, Frank, 178 So. Goodman st., " "
- 15 "Fritzer, Edward, " "
- 16 "Paine, C. F., 242 E. ave., " "
- 17 "Ringell, Chas. T., 20 Philander st., " "
- 18 "Shawer, Andrew A., 8 Flora st., " "
- 19 "Sella, Dr. C., 307 Hudson ave., " "
- 20 "Noel, H. C., 100 Park ave., " "
- 1 "Van Deusen, Albert, 127 Saratoga ave., " "
- 2 "Van Zandt, Mrs. W. R., 26 Park ave., " "
- 3 "Yates, F. W., 138 S. Fitzhugh st., " "
- 4 "Oetgen, Chas., Annandale, " "
- 5 "Franc, Jacob, box 38, Seaside
- 6 "Hegemann, H. Roger, " "
- 7 "Joella, J. T., 22 N. Church, Southold
- 8 "Robinson, A. L., 527 Liberty, " "
- 9 "Wheeler, M. Arthur, 763 Pawling ave., Troy
- 10 "Searcy, Wm. S., 38 Seventh st., " "
- 11 "Rice, Lient John H., West Point
- 12 "Poter, Thomas E., box 105, White Plains
- 3 Robinson, Henry A., Hudson Terrace, Yonkers
- Over 135,000, OHIO, 10-2,269.**
- 17-1,612.
- Cap. City Wm.
- 794 McDonald, Jas. F., 530 M. st., Sacramento
- 5 Sims, William, 401 J. st., " "
- 6 Walbridge, Thos. H., 1229 I. st., " "
- 7 "Waverly B. C., " "
- 7 Colbr, E. V., 120 Fulton st., San Francisco
- 8 "Unattached, " "
- 8 "Hollinger, H. G., " "
- 9 "Prewett, Judge J. E., " "
- 10 "Safford, L. E., " "
- 11 "Girvan, Chas. F., 1037 Union st., Oakland
- 12 "Hildebrand, Geo. D., 609 17th st., " "
- 13 "Bonestell, C. K., 512 Stockton, San Francisco
- 4 "Gleirine, Mark P., 222 Market st., " "
- 5 "Good, Ira F., Latham Hotel, " "
- 6 "Leitch, E. F., 405 S. San Jose, " "
- 7 "Macdonald, H., 425 Market st., " "
- 8 "Macdonald, Atherton, 427 Market st., " "
- 9 "Swift, Samuel, 17 Fremont, " "
- 10 "Warren, Geo. H., " "
- 11 "Ward, Geo. H., Vacaville
- Over 135,000, OHIO, 10-2,269.
- Tip Top B. C.
- 511 Lehard, Wm. S., 402 Wooster ave., Akron

Cib. C. B.
 2 Jones, P. Carrick, 213 E. 8th st., Cincinnati
 3 Peck, J. K., Peck Williamson Co., "
 4 Sargent, L. D., Ellington Piano Co., "
 5 Shaw, W. M., 1111 Louisa st., "
 6 Herron, Mason, Highland Race, Avondale, "

Unattached.
 7 Bassett, Harry, 1019 Central ave., "
 8 Simpson, Frank H., 200 Pike b'd'g., "
 9 Cook, D. McKim, 845 Hutchins ave., "
 10 Avondale, "
 820 Martin, Fred, box 24, Shepard Station

Over 133,000, OREGON, 4-300.

T. R. C.
 821 Joseph, Dr. S. E., 610 Dekum b'd'g., Portland
 Unattached.
 2 Caswell, Edwin, 73 Front st., "
 3 Chapin, C. H., 446 4th st., "
 4 Margrave, W. E., 329 Wheeler st., "
 5 Volk, Mrs. Marlin, 325 Ross st., "
 6 Wilson, J. A., Union Depot, "

Over 133,000, PENNSYLVANIA, 118-10,598.

McKeepert C.
 527 Braumberg, Max, 217 5th ave., McKeesport
 8 Hummerman, John, cor. 8th ave. & Hartman st., "
 Time Wheelman.
 9 Fitzgerald, E., 1011 Poplar st., Philadelphia
 530 Martin, Louis J., 2002 Ontario st., "
 1 Ward, Harry L., 266 S. 38th st., "
 Pulit Breeze Co.
 2 Cresney, Wm. H. H., 515 Pierce st., "
 Broad St. Sta. Wheelman.
 3 Banes, G. H., 1939 N. 5th st., "
 4 Craig, Geo. L., 5228 Magnet st., "
 5 Beaver, Edward, 4527 Regent ave., W. Phila.
 Century W.

6 Dewey, Walter E., 300 Chestnut st., Philadelphia
 7 Mauger, H. S., 1106 Chestnut st., "
 Unattached.
 8 Sutton, N. A., 225 Arch st., Allegheny
 9 Curtis, Wm. R., box 1494, Bradford
 840 Henry, W. E., 312 Mechanic, "
 1 King, Willard J., 8 Walker ave., "
 2 Scott, Robert W., Bristol
 3 King, Miss Anna T., Penn st., "
 4 Neis, William, Doylestown
 5 d'Estimaville, Miss Jean, Haverford
 6 Malcolm, Granville, "
 7 Allen, Wm. N., Church Lane, Germantown
 8 Bacon, Francis L., Mill st., "
 9 Bacon, Albert E., Church Lane, "
 850 Carver, S. Norris, 221 W. Upal st., "
 1 Melville, H. I., Jr., 5551 Pulaski ave., "
 2 Jenkins, Chas. F., 150 W. Washington
 Lane, "
 3 Reeves, J. W., 114 W. Coulter st., "
 4 Grebmeyer, Wm. F., 18 W. Chilton ave., "
 5 Zern, Oliver P., Lansdale
 6 Ezech, John G., "
 7 Woodman, Jr., N. N., Morristown
 8 Colton, S. W., 3406 Powhatan ave., Philadelphia

9 Dougherty, Albert, 2212 So. 12th, "
 840 Edleheim, Geo. J., 3104 Euclid ave., "
 1 Gallagher, Jas. F., 2229 Bouvier st., "
 2 Ireland, Frank R., 2005 Reilmore ave., "
 3 Kisha, Emma, 607 North 5th st., "
 4 Long, O. N., 203 Church st., "
 5 Lata, O. S., 1527 No. 19th st., "
 6 McCreary, John, 928 French st., "
 7 Martin, Luther, Jr., Falls, Boonville, "
 8 Reeves, Henry, 1220 So. 57th st., "
 9 Ross, Charles A., 4154 Penna Grove Terrace
 870 Rogers, Herman, 1744 Pierce st., "
 1 Wilson, Geo. R., Jr., 4228 Walnut st., "
 2 Walker, Samuel E., M. D., 861 No. Broad st., "
 3 Broadbent, Chas. N., 2441 Park ave., "
 4 Bagley, Rev. John P., 156 E. Huntingdon st., "
 5 Hineck, Chas., 4114 Parkside ave., "
 6 Breker, Mrs. John C., 1154 S. 18th st., "
 7 Breker, Mrs. G. W., 2113 N. 11th st., "
 8 Coulig, W. A., 3290 Franklin ave., "
 9 Clare, Edmond, 2139 Hicks st., "
 840 Fries, Frank S., 2121 N. 6th st., "
 1 Foster, E. H., 1929 Fitzwater st., "
 2 Graeff, Wallace, 409 Franklin st., "
 3 Guggenheim, Louis, S. E. cor. 6th & Girard ave., "

4 Houck, R. F., 2350 Federal st., "
 5 Hartman, Chas. H., 341 N. 3d st., "
 6 Heller, James L., 2042 N. 7th st., "
 7 Jacob, R. C., S. E. cor. Broad & Columbia ave., "
 8 Jones, Wm. S., 1116 Walnut st., "
 9 Jones, Stockton Valley, 1009 So. 48th st., "
 840 Kaufman, Arthur, 715 Arch st., "
 1 Knecht, Miss Emma, 1434 N. 29th st., "
 2 Law, Fred M., 3800 Locust st., "
 3 Lyons, Miss S. S., 1833 Christian st., "
 4 Maguire, E. N., 2045 Broadway st., "
 5 McCarthy, Edward, 1821 Thompson st., "
 6 McCally, Alex, 1827 Reed st., "
 7 McConnell, Dr. Guthrie, Episcopal Hospital, "
 8 Merrick, J. Hartley, 1811 Walnut st., "
 9 Mitchell, Anna I., 1405 N. 17th st., "
 840 Mulven, Peter, 2103 Green st., "
 1 Muller, Peter, 2103 Green st., "
 2 Oldyke, Henry P., 5927 Drexel Road, Overbrook, "
 3 Farmer, J. C., 1830 Bouvier st., "
 4 Stopper, Root, L., 423 McKean st., "
 5 Sherman, Chas. P., 114 So. 19th st., "
 6 Sherman, Mrs. Chas. P., 114 So. 19th st., "
 7 Stevens, J. C., 1811 Walnut st., "
 8 Stevens, Arthur A., M. D., 320 So. 16th st., "
 9 Tschute, Mrs. L., 1509 N. 17th st., "
 910 Vetter, Chas. G., 1102 Wallace st., "
 1 Winner, Edgar T., 2421 N. 6th st., "
 2 Warner, Paul T., 3418 Hamilton st., "
 3 Crosby, W. Emmett, 1616 Spruce st., "
 4 Callahan, Edw. J., 1313 Allegheny ave., "
 5 Doyle, Wm. H., 1610 Spruce st., "
 6 Grier, Jas. H., 1018 Kilworth st., "
 7 McGee, Jno., 510 Federal st., "
 8 Nace, Harry, 2437 N. 10th st., "
 9 Stern, W. A., 1106 Chestnut st., "
 920 Walker, Andrew, 2430 N. 27th st., "
 1 Wilson, Miss B. C., Aldine Hotel, "
 2 Bright, Chas., 2629 N. 8th st., "
 3 Hoshack, Albert, 735 N. 40th st., "
 4 Lambert, Sam I. C., 533 N. 11th st., "
 5 Waser, Ferdinand, 1804 E. Allegheny ave., "
 Unattached.
 6 Duncan, R. C., 110 Diamond st., Pittsburg
 7 McCullum, N. E., cor. Park Trk. & Co., "
 8 Phillips, Wm., 620 Copeland st., K. E., "
 9 Zug, Geo. Fred, Zug & Co. Ltd., "
 903 Benedict, G. D., box 298, Pleasantville
 1 Cox, John D., "
 2 Baker, Edwin M., box 305, Sewickley
 3 McKenna, James Cook, "
 4 Beaumont, W. L., "
 5 Maddocks, W. S., 121 Wyoming ave., "
 6 Hayes, F. H., Main st., "
 7 Fink, Miss Katharine W., "
 8 Tonkie, Henry, "
 9 Butler, Edith A., 4128 Chester ave., "
 940 Haldeman, Miss Martha M., 56th st., "
 1 Anderson, W. P., 37 N. Franklin st., "
 2 Brown, P. L., box 23, "
 3 Cadwallader, A. J., "
 4 Stockton, Jno. B., "

Over 133,000, RHODE ISLAND, 12-1,026.

Unattached.
 945 Davis, L. F., Arcle
 6 Henry, Allen, Hope ave., Flakville
 7 Caswell, Ernest L., box 367, "
 8 Blundell, John C., 325 Friendship st., Narragansett Pier
 9 Burleigh, Sydney R., Fleur-de-Lys, "
 Thomas st., "
 850 Burroughs, Walter H., box 292, "
 1 Gallup, Hen. W., 721 Industrial b'd'g., "
 2 Haywood, Wm. S., 310 Broad st., "
 3 Marshall, Frank T., 50 Armstrong ave., "
 4 Peckham, Dr. F. H., 176 Benefit st., "
 5 Stocomb, Harry A., 48 Benefit st., "
 6 Whitehouse, John S., box 1245, "

Over 133,000, SOUTH CAROLINA, 1-453.

Unattached.
 957 Horbstrasser, H. R., box 113, San Bernardino
 Over 133,000, TENNESSEE, 13-302.
 1 Pulaski Bl. Club, "
 168 Brown, C. O., box 36, "
 9 Lynch, Manford, box 25, "
 900 Stuart, E. H., "
 1 Turner, George, box 67, "
 Unattached.
 2 Carter, Edw. S., 84 Madison st., Memphis
 3 Caldwell, H. F., 84 Madison st., "

4 Caldwell, A. S., 8 Madison st., "
 5 Gould, H. E., 290 Clay st., "
 6 Hoppel, P. E., 84 Madison st., "
 7 Harris, R. W., 84 Madison st., "
 8 Horney, J. S., Front st., "
 9 Martin, I. W., Front st., "
 970 Sapp, C. D., 8 Madison st., "

Over 133,000, TEXAS, 44-423.

Enloe W. C.
 971 Blakey, J. W., box 382, "
 2 Caswell, J. C., box 226, "
 1 Horney, Bert M., "
 5 Pickrel, C. S., "
 6 Overhaier, L. O., "
 7 Sweetnam, W. O., box 350, "
 El Paso T. C.
 8 Rader, Isaac, G. H. & S. A. Shops, El Paso
 Unattached.
 9 Barrow, E. B., 384 N. Pearl, Dallas
 980 Appel, Fred, Opp. Oriental, "
 1 Blankenship, F. H., 178 So. Akard, "
 2 Cave, Joe Rob, 181 Thomas ave., "
 3 Corder, E. R., 406 Main, "
 4 Chambers, S. S., grocer, "
 5 Childress, A. W., box 160, "
 6 Dixon, H. M., 173 Corvuth st., "
 7 Free, Bert, 219 Iowa ave., "
 8 Gearhart, A. C., Caruth & Magnolia, "
 9 Jones, J. H., box 431, "
 900 Means, L. D., 664 Swias ave., "
 1 Noiding, F. J., box 605 East 6th st., "
 2 Reere, M. A., 234 Griffin, "
 3 Richardson, J. A., McLeod Hotel, "
 4 Rheinhart, Sidney, I. Rheinhart & Son, "
 5 Stone, Walter S., 465 Holmes at., "
 6 Stuart, John H., Commerce & Lamar, "
 7 Wilkins, A. H., 418 Main, "
 8 Wendenkoff, S. S., Oriental Hotel, "
 9 Willard, D. S., M. K. & T. Ry., "

Over 134,000.

900 Wyatt, J. O., M. K. & T. Ry., "
 1 Way, C. L., Commerce & Lamar, "
 2 Baker, S. C., 110 W. 7th st., Fort Worth
 3 Bragasa, Jas. H., Wurtch Cycle Co., "
 4 Cooper, Jim T., 4th & Main, "
 5 Davidson, R. L., 605 East 6th st., "
 6 Fisher, W. J., 413 Houston, "
 7 Lawrence, S. J., D. D., 206 Peach at., "
 8 Littlefield, Geo. E., "
 9 McNeill, Ike T., D. D., 4th & Main, "
 10 Robinson, G. W., M. D., 6th & Houston, "
 11 Merithew, Wm. M., 602 Main, Houston
 12 Spindler, H. H., 513 San Bernardino ave., Laredo
 3 Parks, Mrs. S., "
 4 Frinkle, Juc. J., West Jones st., Sherman

Over 134,000, VIRGINIA, 46-130.

915 MacGregor, Douglass D., 206 E. Main
 Charlottesville
 6 Ergebright, Chas. H., "
 7 Peyton, Thos. P., "
 1 Handolph, Mrs. Wm. M., High & 1st sts., "
 9 Lile, W. M., University of Virginia
 920 Peters, Don Preston, box 47, "

Over 134,000, WASHINGTON, 20-195.

Q. C. C. C.
 621 Andrews, C. L., County Courthouse, Seattle
 2 Barnum, T. C., 332 3d ave., North, "
 3 Cherry, C. C., Mtan Boyd b'd'g., "
 4 Davidson, R. L., Butler Hotel, "
 5 Denny, A. W., 1029 Seneca, "
 6 Furth, Fred C., 1007 7th st., "
 7 Glenzer, P. J., 624 3d ave., "
 8 Hubbard, Chas. L., box 1186, "
 9 King, J. T., 1024 Second ave., "
 839 Luther, Geo. H., 812 Wash. st., "
 1 Holsen, R. F., 214 7th ave., West, "
 2 Mayhew, M. F., Harvard ave., "
 3 Parkhurst, R. F., 1st Nat. Bank, "
 4 Paulsen, Henry, 601 East Lake ave., "
 5 Schmitz, Mrs. E. C., 214 7th ave., West, "
 6 Schmitz, Mrs. E. C., 214 7th ave., West, "
 7 Slater, M. F., box 46, "
 8 Smith, Levi, 412 Second st., "
 9 Stevens, R. C., 912 First ave., "
 940 Stevens, W. E., Hotel Stevens, "

Over 134,000, WISCONSIN, 1-1,638.

Kaukauna League.
 641 Raught, F. E., Editor Times, Kaukauna
 NEW LEAGUE CLUB.
 746 Pastime Cycle Club, Green Bay, Wis.
 747 Kaukauna League Club, "

QUERIES AND ANSWERS

"NEW YORK FRIEND":—The abusive article to which you call our attention was written by one whose contributions had been excluded from the L. A. W. BULLETIN by the inexorable law of supply and demand. We regret such evidences of the "eye for an eye and tooth for a tooth" code of ethics, but we must decline to adopt your suggestion. People are in various stages of development, and we cannot hold all equally accountable.

"Talk not of fame! What fame enjoyed that wretch
That slew his brother? He who could not brook
Rejection from his God, with anger fired,
With envy stung, the ties of nature burst,
And sacrificed the guiltless to revenge."

No. 88,327:—We dislike to print arguments in favor of the humped-up position of wheelmen. Your defense of the unsightly attitude is ingenious, but not conclusive.

No. 129,282:—Many Massachusetts road books are out which contain the names of hotels long since taken from the list. The new hand book is correct.

No. 87,018 AND OTHERS:—The time within which a hundred mile ride must be made in order to come within the requirements of the Century Road Club, is fourteen hours. The president of the club is Wm. A. Skinkle, Cleveland, O.

No. 129,869:—Nearly every State has an arrangement with certain repair shops which give special rates to L. A. W. members. Write your chief consul or secretary-treasurer for list.

No. 6,402:—We cannot recommend the use of any thick grease for ball bearings; use a thin oil that will not gum.

S. A. R., LaCrosse, Wis.:—We appreciate your kindly appreciation, but we are too retiring to print your letter, even though we agree with you on the free and unlimited coinage of words.

UNKNOWN FRIEND:—We regret that our unknown language editor is temporarily absent, hence we cannot enjoy, as we might, the unknown paper sent us from some unknown place and published in some unknown tongue. We have looked at the pictures, and find them interesting. Eventually we hope to learn what is said in connection with them. We seriously regret that the Tower of Babel incident ever occurred. It seems to us that a few walking delegates and a strike would have stopped work on the Tower as effectually as a confusion of tongues, and would have left the multitude in better shape

for uniting in the good works of mankind. But that is n't for us to say.

J. H. K. AND OTHERS:—The interest shown in the metric system prompts us to publish the following measures of length, as given in the "Standard Dictionary":

Metric Denomination and Value.		Equivalent in Common Use.
Myriameter	10,000 meters	6,214 miles
Kilometer	1,000 meters	0.62137 mile (3280 ft., 10 in.)
Hectometer	100 meters	328 feet, 1 inch
Decometer	10 meters	39.37 inches
Meter	1 meter	39.37 inches
Decimeter	1-10 meter	3.937 inches
Centimeter	1-100 meter	0.3937 inch
Millimeter	1-1000 meter	0.0394 inch

Note.—In the United States the value of the meter is legalized at 39.37 inches, while in Great Britain and France its exact value is given as 39.37079 inches.

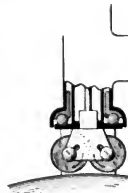
Factors for Conversion.—One inch equals 0.0254 meter; one foot equals 0.3048 meter; one mile equals 1,609.35 meters.

Please ask a policeman or consult an encyclopedia for any further information regarding the metric system.

AN INDIRECT FRICTION BRAKE.

The two rolls which come in contact with the tire, roll with it so as not to wear the rubber, and the friction is on the upper sides of what might be termed the rolling brake "spoon."

The sketch shown was made by No. 84,211.



A HAPPY MAN.

JOE LINCOLN.

How few of us contentedly
Endure the pangs of want and
Endure,
And yet I know one happy
man, who's glad that he
is poor.
Some reclude from the
world?—you ask. Some
hermit grave?—Ah, no!
He is the living skeleton
at the "Mammoth 10-cent
Show."

THE pleasant voices
are the ones that tell us
good news.



"THE wettest September on record," is the way they speak of it in Europe. Some on this side.

HARTFORD TIRES

Before deciding on next year's tires,
remember that

Hartford Tires are the Original Single-Tubes.

We made them for years, while other makers
worked along a different line.

Hartford Tires are the Best-known Single-Tubes.

When anyone speaks of a single-tube tire you
think of a Hartford at once.

*Use tires with an established reputation;
your wheels will sell easier.*

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCH HOUSES:

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910 Filbert St., Philadelphia 8 Queen St., E. Toronto, Ont.
251 First Ave., South, Minneapolis, Minn.

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1750 St. Charles Ave., New Orleans

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which
is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint	.60

Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

• • • • •
ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

SHE was carrying her bathing suit and so
She really was loaded for bare, you know.

TODAY is but twenty-four hours long, but yester-
day lasts forever.

YOUNG people should
remember that too many
late hops mean an early
bier.

THE wise landlady
does n't think her decamp-
ing guests have committed
suicide simply because
they have jumped over-
board.

MANY of us are cut
short in life, but the hired
girl lives out all her days.

AN ELLIO, so we clearly see,
Is but a holler mockery.

IN HOLLAND cycle thieves are given three years
at hard labor.



A FINANCIAL PHRASE—"A RUN ON THE BANK."

IT ISN'T the lack of op-
portunity, but a lack of
appreciation of opportuni-
ty, that keeps many away
from the top.

MEN in prisons could
give some good advice if
they felt free to do so.
They have inside facts.

DEATH loves a shining
mark, but politics often
takes up with a man of
shady character.

"Birds of a feather flock together,"
And that is why, we say
A section should be set apart
For big hats at the play.

IT MAKES a man tired to have somebody "work"
him.

With a gear low enough, a bicycle can be ridden
in any climb.

"A woon yard," said the hungry tramp,
"Is what I hate to see,
So where'er I stray, I'm free to say
'That's a saw spot with me.'"

THE bicycle is born *tired*.

"A BIRD that can sing and won't sing, should be
made to sing." And a bird that can't sing, but in-
sists on singing, should be made to shut up.

THE NEW YORK
PUBLIC LIBRARY

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN
OF THE LEAGUE OF
AMERICAN
WHEELMEN.

The Road is a
creation of man
and a type of
civilized
society

Vol. XXIV. Boston, October 23, 1896 Number 17



The highways a neighborhood's standing make plain,
For the people are judged by the roads they maintain

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IMPOSSIBLE
to have leaky tires, if you use
PUNCTUROID.



Puncturoid will mend your tire if punctured by anything, from a needle to a ten-penny nail, and your tire will **stay mended**. The last year has demonstrated its infallibility. One inflation of your tire will last the entire season.

GUARANTEED not to injure any tire;
not to dry in any tire; to mend
any tire **WHILE YOU RIDE**.



PUNCTUROID MFG. CO.
Chelsea, Mass.

If your dealer does not keep it, send fifty cents for sample.



HARD AND SOFT TIRES.

EDITOR L. A. W. BULLETIN:

In reference to the discussion at present going on about hard and soft tires, I venture the assertion that a solution can be found only by introducing the question of hard and soft saddles, and possibly of high and low handle-bars. All three are factors of one problem.

The one who uses dropped handle-bars shifts enough of his weight from the saddle to make him in a measure indifferent to its hardness or that of the tires.

One who wishes to sit erect, if he desires comfort, must have either a soft saddle or soft tires.

I notice that a very large proportion of those who profess to ride only for pleasure use hard saddles, and this, not that they have proved by experience that they are comfortable, but simply because it has been the fad for a year or two.

There is no part of a bicycle about which there is so much complaint and so many changes made as the saddle. The use of the hard one is simply an aping of the racing man, as much as is the dis-

pensing with the brake, which has, without the slightest doubt, cost many lives during the past summer.

If any of the writers who advocate partially-deflated tires would use a full road saddle, they would find they could pump up their tires hard, and then enjoy much more comfort than with soft tires.

NEW BRITTON, S. I.

No. 40,450.

A PITTSFIELD, Mass., member says the weight of the rider must be considered in determining whether tires be hard or soft. It does not pay for men weighing from 160 to 190 pounds to ride soft tires. He says: "I have the tire on the front wheel about two-thirds inflated, there being but very little weight on that wheel, while the tire on the rear wheel should be blown up pretty hard, not as hard as possible, but near it, as the weight—at least most of it—and all the pull are on that wheel. In this way the front tire takes up about all the jar, and the rear one does not flatten out to such an extent as to make the wheel run hard or wear the tire out near the rim of the wheel."

REGARDING the hard tire vs. soft tire discussion, Tom Wallace, Jr., Shelbyville, Ky., says, "I have ridden a pair of tires fully inflated about 8,000 miles and over every description of road from the Coney Island Path to the red clay and corduroy roads of Virginia. I attribute the longevity of my tires to the fact that they have been kept well inflated.

My riding has been done solely for health and pleasure, and has been done without apparent injury to my spinal column or digestive organs. I think the much-talked-of "bicycle face" is an affliction peculiar to individuals, and not caused by hard tires. It might be treated at a school of dermatology, but not cured by the deflation of tires."

A PENNSYLVANIA member, who advises a golden mean between hard and soft tires for general use, asks if the following does not have a bearing on the question:—"The camel's foot is like a soft cushion, peculiarly well adapted to the stones and gravel over which it is constantly walking. During a single journey through the Sahara, horses have worn out three sets of shoes, while the camel's feet are not even sore."

THE LAME KNEE DIFFICULTY.

EDITOR L. A. W. BULLETIN:

The member whose knee trouble is mentioned in the issue of Oct. 2d may possibly be suffering from a wrongly-adjusted wheel or from improper pedaling, either of which puts undue strain on the knee. I am a one-legged rider. Nine years ago I had inflammatory rheumatism in my knee, and it has bothered once or twice since. When I first began riding I had trouble with it when I rode any distance. I rode with my saddle low and on back end of post and I pedalled flat-footed, like most others. Now I have raised my saddle to the limit, *i. e.*, heel just reaching pedal when at farthest point from saddle. I have put saddle on front end of post, so as to put work where easiest performed, and I have quit pedaling flat-footed, and use full ankle motion. The result is that I kick a 72 gear over some pretty sharp hills and take 50-mile road rides with no knee trouble, *all* the work being done by that one knee.

MICHIGAN CITY, IND.

No. 126,205.

A lady member of the New York Division says she was troubled with pain in one or both knees. One time, while thus distressed while riding, she was induced to have the saddle of her bicycle raised one inch, when the pain immediately left her knee, and has never returned, though she has actively ridden since.

J. C. MASSA, New York, says that after riding ten miles on the first day of a week's touring his knee, that had troubled him years before, again became quite lame. He rode eighteen miles more, and used liniment and bandages on his knee at night. He averaged forty-five miles a day during the week, and by conservative riding finished the week in good condition. The proper continued use of the muscles did more good than in a former time when he stopped riding until it got well.

CLARENCE A. FARNUM, Wellsville, N. Y., has sciatica in his hip, and the family doctor thinks wheeling caused it, contending that the pressure of

the saddle on the plexus of nerves brought it on. Mr. Farnum would like to hear from any one who knows of a similar case. He does n't believe riding caused it. He once had paralysis of his wrist, caused by excessive writing. He is a lawyer, 46 years old, and never had rheumatism nor neuralgia before.

F. M. FAIRCHILD, Brooklyn, defends his city against the charge that none of the ferries have paved streets leading to them. He says a number of them have, and that, by going slightly out of their way, wheelmen can reach most of them on paved streets. He says, further, that so much improvement has been made in Brooklyn's streets the past few years that one is scarcely justified in kicking now.

A NEW YORK member says that "a Road Book at best gives only a vague and unsatisfactory idea of routes, whereas a map, made of architects' oiled paper, to prevent wear, would be a great convenience. The maps used at present are very much more comprehensive than a tour book could possibly be."

A PHILADELPHIA wheelman, in riding through a locality near that city one night, recently, claims he was thrown from his wheel three times, the falls resulting—*so he says*—from the attempts of rabbits to run through or between the wheels of his bicycle.

SAFETY FOR CYCLISTS.

EDITOR L. A. W. BULLETIN:

It is only after some great disaster, involving injury and loss of life to many people, that we are brought to fully realize the duty of surrounding human life with all the necessary safeguards and precautions which go far towards the prevention of such calamities.

The recent accident in the tunnel, on the River Drive, in Fairmount Park, Philadelphia, in which several cyclists were badly injured by coming into collision with a rapidly-moving vehicle, which the darkness prevented them from seeing in time, is simply another evidence of the lack of proper regulations for the prevention of such mishaps, and should demand the immediate attention and consideration of those having authority over such matters.

The introduction of the bicycle into every-day use has been most rapid and unprecedented.

The establishment of laws and rules governing it upon our roads, and looking to the safety of its riders, have barely kept pace with its rapid advance. The greatest advantage bestowed upon it, however, was the placing it in the same category and on an equal footing with all other vehicles of the road; subjecting it to the same restrictions and granting it the same privileges and immunities. With this end in view, laws for the regulation and government of the one should be equally binding on the other.

In one point, however, this has been neglected. In many places bicyclists are compelled to carry a



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make
"Gold Crank"

FALCON

BICYCLES


*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

"BUILT LIKE A WATCH"



STERLING QUALITY

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. Denver.
San Francisco.

light on their wheels after nightfall, but why this same rule has not been made applicable to vehicles drawn by horses, is a question which does not appear, as yet, to have received its due share of attention. Since, in the eyes of the law, both are on an equality when on the road, it is hard to see why the one should be exempt from a restriction imposed on the other.

The only proper course to pursue is to compel all vehicles, of whatever kind or description, to carry a light after darkness sets in.

The subject is one of sufficient importance to demand immediate consideration, and steps cannot be taken too soon to awaken those having authority over such matters to a full realization of the necessity of prompt and definite action in regard to it.

J. C. G., No. 88,486.

[See article, "Which Should be Lighted?" page 186 in the L. A. W. BULLETIN of Aug. 7, 1896. — Ed.]

AN L. A. W. member, temporarily sojourning in Montreal, says all the children there have "Æolian harps" on their wheels. He says, further, "I got so disgusted riding my wheel up here that I sold it. I had to take too many chances as to riding on the streets. The wagons, etc., go on either side, and even the pedestrians often push a wheelman off of his wheel. I will wait until I go back to the States, where I will have some protection from the L. A. W."

A BURNING question — "What's the price of coal?"

EVEN the worst sinner will get the first two letters of he-aven.



The Cyclists' Dream.

LAST night I dreamed a dream so dire:
I left this world to go
Where burns the everlasting fire,
The sulphurous flames that ne'er expire,
The awful realm of woe.

And there I saw, 'mid flames so red
That roared with frightful din,
The man we all have learned to dread,
Who oft the cyclist's path has spread
With glass and tacks and tin.

I saw amid the awful heat
The "scorcher" scorch and char;
A fearful doom I saw him meet,
That wheelman who on crowded street
Raced the electric car.

I was not wholly horrified:
My bliss I'll not conceal,
For, with asbestos fetters tied,
In hottest corner I espied
The chap who stole my wheel.

JOHN LINDGREN

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . .25

Editor: **STERLING ELLIOTT,**

Associate Editor, . . . NIXON WATERMAN.

OCTOBER 23, 1896.

THE NATIONAL MEET FOR '97.

The location of next summer's Meet will be decided by a mail vote, the voters being the members of the '97 National Assembly, which will meet at Albany, N. Y., February 10th. At the last meeting of the Assembly it was thought that better results could be obtained by having this vote taken by mail, during the month of January. The plan is as follows: All towns which desire to compete for the '97 meeting should, as soon as convenient, file with Secretary Bassett, a formal application, setting forth, briefly, that the '97 meet is desired in that place, and that if it is so awarded the proper arrangements will be made and carried out. Such an application should be sent by some responsible organization in that town, or it should be signed by a sufficient number of responsible citizens, to insure its proper standing before the L. A. W. membership.

For a presentation of the advantages of each place, the L. A. W. Bulletin will give one page of space, in one issue, to each town, which is properly entered with the Secretary. It will be understood as advertising space, and may contain any legitimate reading matter, cuts, etc., which are furnished us. These descriptive articles will be published in the order in which they are received.

As soon as they are elected we will publish a list of all delegates and others who will be entitled to a vote on the Meet question; this will enable competing towns to furnish each voter direct with any additional evidence or arguments.

About the middle of January an official ballot will be sent to each voter, who may fill out, sign and

Total number printed this week, . . . **71,000**
Sent to paid Subscribers, **68,440**
Samples to Advertisers, Exchanges, etc., **2,560**

return it, by mail, to the Secretary, to be opened and counted by a special committee. The result to be announced in the L. A. W. BULLETIN February 5.

AN IDEAL CONDITION.

If fish on Sunday would n't bite,
And sermons were n't so dry;
If half the people would do right,
And all the rest would try;
If sin was difficult to do,
And fun was found in sawing wood;
If all the men and women too,
Would make an effort to be good,
Why then we would n't hear so much
Of infidelity and such.

ATTENTION, ARTISTS!

The L. A. W. Executive Committee voted, at the last meeting, to get out a poster appropriate for indoor as well as outdoor use: said poster to be of a nature which would most effectively advertise the League, not only to non-League wheelmen, but to non-riders. For the making of a first lot of these posters the sum of one thousand dollars was appropriated, and one hundred dollars additional to be paid for the best design; decision to be finally made by the Executive Committee.

In addition to the above, the L. A. W. Bulletin will give a prize of ten dollars for the best suggestion for a design, to reach Boston before December 1st; this decision also to be made by Executive Committee.

The suggestion may be expressed in words, or it may be a rude sketch, or both. We prefer not to attempt any hint, other than to say that our road-improvement policy should be made one of the prominent features.

Our idea in offering this ten dollar prize is so that we may arrive at an approximate general plan for the poster, and when that can be announced those who compete for the hundred dollars will be better able to concentrate their artistic ability in the bringing out of the points known to be most acceptable.

Suggestions should refer to the wording and special features to be used in the design, leaving to competing artists the arrangement and setting of them.

Of course, those who will compete in making the design should also submit suggestions, if they choose, though it is not impossible that desirable hints of what we should have *might* come from persons who do not, themselves, possess any artistic ability.

The size of poster is to be 18 x 24 inches.

Address L. A. W. Road Department, 12 Pearl street, Boston.

"I would not live always,"
I'd rather not, for
There are some ways of living
I really abhor.



A GOLD OR SILVER

standard will not affect the quality of **Clipper Bicycles**. Their **practical** value will be exactly the same whether Bryan or McKinley occupies the big chair at the White House; whether a silver dollar is worth 53 cents or 129 cents. A certain amount of skilled labor and material is required to produce a Clipper bicycle. No matter what political changes take place, the standard of Clippers will remain unchanged; the same quantity and quality of skilled work will be required, no matter whether the labor is paid for in silver, gold or greenback dollars, worth 53 cents or 129 cents each. Clipper quality must remain a standard quality. When thinking of changing your mount, don't forget that Clippers are considered by riders who have tried them, leading dealers and makers, as "Standard Bicycles."

MADE BY THE **GRAND RAPIDS CYCLE CO.** GRAND RAPIDS, MICH.

No. 219—Pratt.

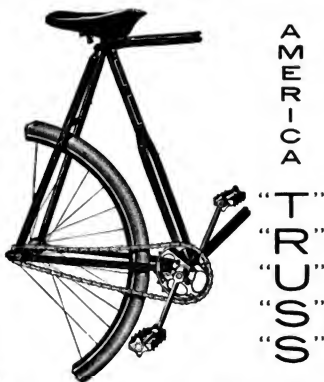
IN RAIN OR SHINE.

UNUSUALLY wet weather has prevailed throughout this country and the greater portion of Europe during the month of September and first half of October. It has seriously interfered with bicycling, and has robbed mankind of a vast amount of pleasant sport.

Ordinarily the autumn months are the most enjoyable part of the year for bicycling. Not too hot nor too cold—just a delightful half-and-half. But this year—bah! But there is yet time for the weather department to make some amends, and so we refrain from saying all we think. We may yet enjoy weeks of bright, invigorating weather, in which we shall ride where we will and revel in an artist's dream of autumn tints and tones.

Almost everyone has been brought about to the understanding that the bicycle is the best and most complete fair weather steed and carriage man has yet devised. With good weather it is the handiest horse of all. It goes farther and easier and quicker than any other roadster. Everyone concedes to it all these advantages when the sun shines. But how about when it rains?

On a rainy day the horse and the pleasure carriage stand idly waiting for good weather. No, not real idly, for the horse goes on "eating his head off," whether he is used or not. He is lots of care, rain or shine, and the expense of keeping him is incessant.

**America Cycle Mfg. Co.**

73-75-77 FULTON ST., CHICAGO, ILL.

"For rain may come or rain may go,
But he eats on forever."

And how about the bicycle on a rainy day? Oh, it simply hides away in some little nook, "up-stairs, down-stairs, in my lady's chamber." It is n't eating a thing, it is n't wearing out the least bit, it is n't costing a cent, nor putting any one to the least bit of bother. It can rain till it gets through raining, and when it does the bicycle comes smilingly from its retreat and says to the departing storm, "You never touched me."

Every change of the weather affects the horse. He may become overheated or he may be chilled. You must shade him and blanket him. He may be starved or fondered. He is subject to all the ills that flesh is heir to, to say nothing of the vices.

He is not so good as a bicycle on a fair day and during a rainy autumn, like the present, he is a bother and an expense. When you want your wheel you've got it, and when you don't want it you don't have to have it.

Hot or cold or wet or dry.
The bicycle's the thing to buy.

A WHEELMAN'S ROAD ASSOCIATION.

The place: Bristol, Pa.

The object: Improvement of roads.

Present membership: 213.

First job: To improve the "Bristol Pike."

Badge: Scarlet ribbon with initials W. R. A.

Good Roads— Good Wheels

*Let the riders use every effort to
obtain the former—*

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS

2 COLORS

The rider must be hard to please if we
cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.

VALUABLE BOOKS AT A NOMINAL COST.

The most comprehensive and valuable book ever written on the subject of country roads was written by Isaac B. Potter of New York, and he has since written a work on macadam roads of which no less can be said.

The League of American Wheelmen has acquired the copyrights on both these important essays, and has arranged to print them in large quantities.

The L. A. W. Road Department, 12 Pearl street, Boston, will mail a sample of either, to any member, for a stamp.

These books contain no advertising except the second cover-page, which is devoted to the L. A. W., the last two cover-pages being blank. We will furnish either of these books, in any quantity, for one cent each, freight charges to be paid by the purchaser. In lots of one thousand or more we will, without extra charge, print the last two cover-pages as ordered. Every League member who is really interested in road improvement will want to see these books.

AN L. A. W. PRESS BUREAU.

Otto Dörner, of Milwaukee, Wis., has long been known as a faithful and efficient worker in the cause of Road Improvement. He has furnished hundreds of columns of matter on that subject to the Wisconsin press. The L. A. W. Executive Committee has, after months of investigation, made an ar-



Again We Win!

The National Circuit opened at Oakland, California, May 1, and closed at Washington, October 5. Races were held in nearly every city of importance in the United States. One thousand, two hundred and sixteen (1,266) prizes were offered at the different meets on the Circuit, and

491

prizes were won on Palmer Tires, more than were won on the tires of any other manufacturer, and nearly as many as on all other makes combined. Since 1893 twice as many prizes have been won on Palmer Tires on the National Circuit as on all other tires combined, and in these three years more prizes have been won on Palmer Tires, both off and on the Circuit, than on all other tires combined.

**Twice as Good.
Twice as Expensive.**

THE PALMER PNEUMATIC TIRE COMPANY

133-135 S. Clinton Street, Chicago.

For prices, address Selling Agents: THE COLUMBIA RUBBER WORKS Co., 66 Reade St., New York, and 199 Lake St., Chicago.

rangement with Mr. Dörner for the systematic and regular distribution of Road Improvement literature in shape to be used by such papers and periodicals as he may select and arrange with for such publication. We have long believed that the most effective way to reach the agriculturist on the matter of roads would be through the papers which he has already learned to read and have faith in; and we are greatly pleased that the scheme is at last to have a fair trial.

TO CORRESPONDENTS.

In writing to the L. A. W. BULLETIN sign your name and address in full, and sign it so it can be read without calling an expert penman. Type-written or well-written letters will receive attention more promptly than a long, tedious, miserably-written scrawl.

Life is pretty short, and it seems hardly right to waste it figuring out carelessly-made staggers at penmanship when good, short, well-written letters are waiting to be read.

Write a little and write it well; and if you do not sign your name so it can be read, don't send the letter.

Any one who cannot speak well enough to be heard or write well enough to be read should confine himself to making motions. We do not care how you spell or how poorly you write if it is only plain. Don't write carelessly. Don't make others sorry you wrote to them.

Highest
Grade

Highest
Price

A Daniel Come to Judgment.

"After this year's experience I shall let other people buy the 'just as good' pedals. Just as good be hanged! Why, the trappy things are only made to sell, and they do 'sell' in more than one sense.

"Hereafter the RECORD will be my choice, even if it is higher in price. I have found out that buying cheap tin arrangements is mighty expensive economy."

Good for you, Mr. Manufacturer; we are pleased to say that you have plenty of company.

RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
BECAUSE IT GIVES THE LEAST
TROUBLE AND THE MOST COMFORT
TO THE MOST PEOPLE

MORGAN & WRIGHT
CHICAGO

THE ARMSTRONG BAGGAGE LAW.

To all members of the New York State Division:

The Pennsylvania Railroad Company is operating a line in the central part of the State of New York, and the employees of this company, by direction of its officers, are defying the provisions of the "Armstrong Baggage Law," and refusing to comply with its provisions. For years the Pennsylvania Railroad Company has acted in a manner hostile to the interests of wheelmen, and its employees are now doing much to annoy League members and to exact from them unlawful charges. Upon this point and upon many other subjects of unlawful practice, facts are being compiled for future use. Information has been received at this office to the effect that the Pennsylvania Railroad Company has taken this stand as a challenge to the wheelmen of New York, and with a view of testing the legality of the wheelmen's position. *This challenge is accepted.* We shall, in behalf of the cyclists of New York and of all citizens who have suffered by mal-demonstration of railroad affairs by this company, take measures to bring its representatives into the courts of our State and before the legislature at Albany, in order that the bicycle baggage question (and other important questions upon which the people have a right to ask for equitable treatment) may be considered and settled. I ask all members of our State Division to carefully scrutinize the names of candidates for the office of Member of Assembly

in the different districts and to ascertain (by personal inquiry of these candidates, if necessary) in case of their election, if reason exists why they should not favor the passage of an act declaring it to be a criminal offence for railroad officers and employees to violate certain provisions of the railroad law and imposing a substantial penalty for such violation. I ask also that members will send me names and addresses of candidates for the office of Member of Assembly in their various districts as soon as nominations are made, as well as names and addresses of all those thus far nominated.

Faternally yours,

ISAAC B. POTTER, Chief Consul.

A FOUR-AND-A-HALF foot wheelway is being built from Asbury Park to Trenton, N. J., a distance of fifty-five miles. The New York *World* says: "The path will be built under a special State law passed by the last Legislature, in the interest of wheelmen, permitting townships to appropriate money for such purposes. In that, as in other matters pertaining to better roads, New Jersey is far ahead of New York. The entire State of New Jersey is now grid-ironed with good roads, which have increased the value of property immensely, so that even the farmers are more than satisfied with the result.

A FASHION paper says party dresses will be cut lower this winter than ever. The bare idea!

A Cycle of Perfection is the

Manufactured
by a
Long-Established
House, 1840

Lovell... Diamond Bicycle..

Our wheels for 1896 are models of
beauty, strength and durability.
All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

*Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles*

SINGLE-TUBE TIRES

**A horse! A horse!
My kingdom for a horse!**

Some hundreds of years ago King Richard III. is said, amid the terrors of Bosworth Field, to have ejaculated the above petition for a means of speedy locomotion.
Today, would he not have called, in equally burning words, and even at the price of his kingdom, for

A Single-Tube Tire?

And such tires are made only by

The Pope Manufacturing Co.
The New York Betting & Packing Co., Ltd.
The Boston Woven Hose & Rubber Co.
The Revere Rubber Co.
The New York Tire Co.
The Diamond Rubber Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Palmer Pneumatic Tire Co.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Lead Wire Co.
The Spaulding & Pepper Co.
The Peoria Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.
The Brooklyn Rubber Co.
The North American Rubber Co.

ALL OTHERS
ARE
INFRINGEMENTS

Suits have been brought in every United States Circuit where infringements have occurred.

If further information is desired write to the owner of the Tillinghast patents, Theodore A. Dodge, Equitable Building, Boston, Mass.

SINGLE-TUBE TIRES

CYCLING ON SUNDAY.

In a communication regarding Sunday bicycling, a Maryland correspondent says:

"A rule I have tried to follow these many years I here give for what it is worth, and it is worth much to me: What conscience permits me to say or to do at any time, permits me to say or to do the same on Sunday; or conversely, what conscience forbids me doing or saying on a Sunday, forbids me doing or saying the same at any and all times. To be even more explicit,—it is not the day but the deed which concerns me."

In a general way we presume our correspondent means all right. But his conscience might permit him to run a saw mill on Saturday, next door to a church, but he would n't do so on Sunday. Not if he regards other people's opinions and sensibilities. And if he does n't regard others' feelings he should not complain when others refuse to regard his. A man's conscience might permit him to beat a drum all night, but the neighbors might not. We always have to look out for the comfort and wishes of others. Men have a right to wear their hair as long as they can grow it, but it is customary to have it cut sometimes. Custom rules most everything. "Observing" Sunday is a religious custom. No one is compelled to "observe" Christmas, but most everybody does. There is n't any right or wrong about it. It is so with many things people do or do not do on Sunday. The legal statute is one thing. The moral right is another. The neighbor-

hood custom is still another. Because you have the right on your side is no reason why you should use it to the distress of others. Ride your wheel on Sunday if you like, but don't ride back and forth in front of the meeting-house just to distress the good people who possess no wheels or who think it wrong to ride on Sunday.

Try to be a soothing syrup rather than an irritant. Have your own way, but gain it pleasantly. Don't fuss.

Although every State in the Union (except California), so it is said, has what are known as Sunday laws, all Sunday laws are believed by many to be in violation of the Constitution of the United States and in opposition to the principle of equal and exact justice to all.

There was once a law which forbade the reading of the Bible, but Luther and his followers violated it. Many modern Lutherans are riding wheels on Sunday. A man cannot be legislated into the church or into heaven.

You have a perfect moral—and in most cases a legal—right to ride a bicycle on Sunday. It is n't likely that the Lord or the State will do a thing to you if you ride as properly as you should on a week day; but what will your neighbors say about it? Ah, there's the rub! Mrs. Grundy comes pretty near running things in this world.

"SPAR" varnish is good for rims.

THE "EASY-RUNNING" CENDRON

Is made from the best materials, by expert mechanics, and every part (no matter how small) is exhaustively tested.

We want Good Agents to Sell Cendrons and Good Riders to Ride Cendrons in '97.

SEND FOR OUR CATALOGUE.

CENDRON WHEEL CO., Toledo, Ohio.

ORIENTS

Will Lead the Leaders

Responsible Agents who mean BUSINESS should write NOW!

... FOR ...

1897

WALTHAM MFG. CO.

Main Office and Factory,

Waltham . . . Mass.

THE GONG AND THE GANG.

A Brooklyn member opposes the statement that "gongs are a common nuisance." He took off the "toy bell" and put on a gong that means something as a warning of danger. He calls the ordinary bell a "baby rattle," and says the police of his town say his gong is all right. He further says people have become so used to bells that when one rings they give the rider a look that will "buckle his frame."

We presume that on a scorcher's wheel, or a fire engine, or other things of great danger, a gong that will lift pedestrians off their feet is quite the proper thing; but somehow or another "the gong and the gang" seem to have an affinity for each other in cycling. A gong properly used might not distress many people, but the man who likes a gong is just the one to make a nuisance of it.

The "noise nuisance" has grown to be a serious thing in cities. One of the reasons why the bicycle is loved is because it goes about so quietly, instead of rattling over the pavements as other vehicles do. We trust the "silent steed" will not become a braying, hair-lifting donkey, shattering the peaceful air of the shady residence streets where heretofore the pleasing tinkle of bells have soothed and gladdened every ear.

The ordinary bicycle bell can be heard far enough. What this noise-cursed land needs more than anything else is a society for the suppression of gongs,

\$1.25-REDUCED PRICE-\$1.25

BICYCLE APPLIANCE CO.

THE SIMPLEX
TRADE MARK
REGISTERED

Philadelphia
Bourse,

Room 612,

P. O. Box 984

PHILADELPHIA.

[PATENTED]

With Tapering Rubber Plugs, Is the Ideal Repair Outfit.

Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.

SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, \$1.25.

Electric Cloth cleans everything. Try it on your Dirty Cork Handles. Send 10 cents for Sample Cloth. Descriptive Circular Free. Agents and Canvasmen Wanted. Write us.

New Roads and Road Laws

IN THE UNITED STATES.

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - Boston, Mass.

✓ Sent by mail on receipt of \$1.00.

and a thousand and one other noise-making devices. The gong was bad enough as a fad. It would be much worse as a regular thing.

AN UNAPPRECIATIVE MEMBER.

The following letter tells its own story:

EDITOR L. A. W. BULLETIN:

Dear Sir,—I have read with interest Mr. Summerfield's letter in your last issue, and, as my experience was quite different, will relate it.

While in ——— ten days ago, I went to ———'s store to rent a wheel, and was told that a deposit or letters of reference were required from strangers. I showed my L. A. W. ticket and was told that would be considered "additional evidence," but after consulting with some one else, the salesman reported I could take the wheel out if I would allow them to hold my ticket while the wheel was out. To this I demurred and left the place. What has the L. A. W. done to these people to be thus ignored?

We think our correspondent is a trifle too hard to suit. He should have felt grateful that the L. A. W. ticket would vouch for a stranger to that extent.

Goldsmith Up-to-Date.

JNO. P. SMART.

"Man wants but little here below;"

This comment creates mirth.

That did two hundred years ago,

But now he wants the earth.

RAZORS and men are sharpened by being strapped.

The Vital Point

of a rider's safety is his handle bar. It should be as perfect as modern mechanical skill can make it.


The FLETCHER Hickory Handle Bar

hasn't a single point of fault. Can't slip, can't break, absorbs vibration, prevents fatigue. *Makes you feel at home on your wheel.* If you would study all sides of the question send for the book that describes it—FREE.

SCHAUM & UHLINGER, PHILADELPHIA.



Automatic Brake
FOR BICYCLES.
DESCRIPTIVE CIRCULAR ON APPLICATION.
BAILEY MFG. CO., 189 La Salle St., CHICAGO.



HANG IT!
WHAT' are you a-going to do with your wheel this winter?
HANG IT! The best way is to hang it from the ceiling.
HOW? With the Holdfast "Hang it," which works automatically.
TWO screw hooks put in ceiling and it's ready.
COST, complete—with cords, handles, screw-hooks, postage paid—50 cts.
SEND it back if not as we tell you.
THE CO., Unadilla, N. Y.

DIXON'S GRAPHITOLEO


Lubricates not only the chain and sprockets, but also the pins in the links of the chain, which stick Graphitoleo can not do and is not intended to do. For gun locks, for copying presses and for office chairs it is unequalled. If your dealer does not keep it, mention the L. A. W. Bulletin and send 10 cents for sample.

JOS. DIXON CRUCIBLE CO. - Jersey City, N. J.



INDIANA CHAINS
Universally used. Universally satisfactory. Special prices to members.
Send 26 cents for our beautiful Aluminum Foil.

INDIANA CHAIN CO., Indianapolis, Ind.



PRIZE MEDALS JOHN HARRIOTT 3 WINTER ST. BOSTON, MASS. PINS

The Best Yet and Free!! to L. A. W. member enclosing 2c. stamp for postage, sample
G. W. COLE & CO. **PACE-MAKER CHAIN LUBRICANT.**
111 Broadway, New York, Manufacturers of the famous "3 in 1" You to judge its merit.

WANTED. Light Ladies' Bicycle, in exchange for '05 "Crescent Scorchers," in good running order. Will N. CARBY, Madrid, Iowa.

CORNING, N. Y., IS THE CENTRE.

Our double-page U. S. map attracted some attention. We have received 435 answers to the conundrum, covering 64 different points. The largest number for one place was 78 for Albany, N. Y., and the next largest, 62 for Harrisburg, Pa. Eight were mailed too early to be considered; none of them was correct, however. Singularly enough, the only man who hit the winning point lives there. His name is V. L. Cole, of the firm of Cole & Matthews, Druggists, No. 22 E. Market St., Corning, N. Y.

We have mailed to him a check for \$5.00.

Mr. Cole says in his letter that if the entire League membership should decide to come to Corning he would like to have a few days' notice.

She's climbed the happy, golden stair.

She's passed the portal pearly,

Because she tried her wheel to ride

"Hands off" a lot too early.

The man who is swamped in a sea of debt dreads the bill-owes.

FRIENDS are assets. FOES are liabilities.

O, Death! In your grim, gory harvest of men

Comes there never a rest with the years?

And he winked as he answered, "O, yes, now and then

I take a Dey off in Algiers."

SHOULD draw poker be played in the drawing-room or the ante-room.

The World's a Stage.

Lives of women folks remind us
We can make our lives sublime,
Pleasing those who sit behind us,
With our hats off all the time.

A DELIGHTFUL BICYCLE TOUR.

Three of us, two ladies and a gentleman, left New York a short time ago, by the N. Y., N. H. & Hartford R. R. for Boston. We intended going by the Fall River boat, but delayed applying for state-rooms until they were all gone, so we were obliged to go by railroad and pay seventy-five cents each for our wheels. We arrived in Boston at 3.30 P. M., and went to the Plaza Hotel, a nice, quiet, home-like house on Columbus avenue, away from the busy part of the city. The following three days, Sunday, Monday and Tuesday, were exceedingly hot, so, excepting a ride on Sunday through Jamaica Park, we did not use our wheels, but spent most of the time riding out through the suburbs in different directions on the trolley cars.

Monday morning we took the boat at ten o'clock for Gloucester, Mass., (wheels free) where we arrived at 12.30, passing Nahant, Marblehead Neck, and several other fashionable resorts; and also Norman's Woe Rock, made famous by Longfellow in the "Wreck of the Hesperus." After the regulation "shore" dinner, and a stroll through this old-fashioned town, we mounted our wheels and rode seven miles, over a good road, through a beautiful combination of woodland and ocean scenery, to Manchester-by-the-Sea, a pretty little village, where we put up at the Manchester House. After supper, we strolled down to the beach, and then to the hotel kept by Agnes Booth, where we spent a couple of hours listening to the music of an excellent orchestra.

Thursday morning, after paying our bill, and a charge of five cents each which we paid the hotel for checking our wheels, (a mighty small business, which only shows what mean souls some people have), we left Manchester, and after passing through Beverly Farms and its beautiful surroundings, we reached Salem about noon, and rode through the town to Salem Willows, a mile distant on the seashore, where we had a fish dinner, which we enjoyed as only hungry cyclists can, and then back to Salem, where we spent the afternoon seeing the sights. We saw the house where Hawthorne was born, and tried to find the "House of the Seven Gables," but did not succeed, as it is only mythical, there being no such house. We went through the Peabody Institute and Museum of Natural History, founded by George Peabody; visited the Essex Institute, which contains a large collection of articles of historical interest; went inside the first church built in America (so stated on information and belief, none of the present residents of Salem having been members at that time). We also saw the interior of the judge's house where the witches were tried, including the room in which the trial took place;

and also climbed Gallows Hill, where they were hanged. Then we rode three miles to Marblehead, an old whaling town which has stood still for fifty years or more, its only claim to notoriety being in the fact that it contains the dirtiest hotel in the United States. We intended staying here all night, but the accommodations were so bad that we rode on to Marblehead Neck, a very popular watering-place and rendezvous for yachtsmen, who sail their white-winged craft up and down the New England coast. We had excellent accommodations there, and Friday morning we resumed our ride through Lynn, Malden, (where we took dinner,) Medford, Arlington, and on to Lexington, passing part of the way over the route which Paul Revere rode on his famous ride to warn the farmers that the British troops from Boston were on their way to destroy the supply of ammunition, etc., which the patriots had stored at Concord. On the road we passed the old tavern which was used by the British officers as a headquarters, and where the soldiers, after having their wants supplied, killed the man who waited on them, and set fire to the furniture, after piling it up in the middle of the room. We also saw the site of the old "Black Horse Tavern," and the hill where the British planted a cannon to protect their soldiers who were being worn out by the constant fighting with the patriots all the way from Concord, eight miles distant.

We found Lexington such a beautiful and romantic spot, containing so much that was interesting that we spent the following day there, riding over the surrounding country and visiting the notable places, among them the house where the Minute Men assembled, less than two hundred strong, to oppose the advance of eight hundred British troops. We saw the large stone on the Common, which marks the line on which the Minute Men stood across the Concord road, awaiting the coming of the British troops; the house of John Harrington, one of the Minute Men, who, after being shot, crawled on his hands and knees, and died on his own doorstep at his wife's feet; the Adams-Hancock house, wherein the ancestors of John Quincy Adams and John Hancock lived and raised their families; and the statue erected to the memory of the Minute Men; and the belfry which stood on the Common, and in which hung the bell which rang out the call to arms on that memorable 19th of April, 1775.

The next morning, Sunday, we were awheel bright and early, steering for Cambridge, where we saw Longfellow's home and Washington's headquarters, the "old elm tree" under whose wide-spreading branches Washington took command of the army; then we passed Lowell's home and Harvard College, then through Massachusetts avenue and across the long bridge into Boston. A short ride further carried us to the "Fens," part of Boston's magnificent system of parks which, when completed, will extend from Providence to Lynn, a distance of nearly sixty miles. Onward we sped through Jamaica Park, past the pond of the same name, through Jamaica Plain and Franklin Park.

After dinner at one of the many restaurants near the park, and a short rest, we continued on our way through Milton and Quincy into East Weymouth, where we had an excellent supper and good night's rest at the Derby House. The next day, Monday, carried us through Hingham, thence over the famous Jerusalem road, most of the way along the seashore, through Cohasset and Scituate.

We left the main road here and took Pincheon Hill road, in order to visit the well where the "old oaken bucket" used to hang. Upon alighting from our wheels, and making our errand known, we were invited to draw a bucket of the water, using the same old sweep that was in use in the days when the poet Woodworth lived there. The water was sweet and cold and, as we were both hungry and thirsty, we drank long and deep. Possibly our thirst was increased by the romantic idea that we were drinking from the well which has been read and sung about all over the Christian world. The original bucket has fallen to pieces, but the platform and frame enclosing the well, and also the original sweep, are all there still. We saw the "orchard and meadow and wide-spreading pond" and were presented with some slips of English ivy which grew close to the well. Tearing ourselves away from this delightful spot, we rode on through Marshfield, the home of Daniel Webster; thence over a road so sandy that we were obliged many times to dismount and walk, we finally reached Duxbury just as the shadows of night were encroaching upon the daylight.

At this place we made a visit to the house built by the son of John Alden,— quaint and old-fashioned and full of odd nooks and corners and winding stairways. The house is now occupied by the eighth direct descendant of the original John, together with his young wife and daughter Priscilla, a sweet little tot of five or six years. After drinking from the old well and shaking hands with John Alden and his wife, we kissed Priscilla, and, as it was then too dark to ride over an unknown road, we took the train to Plymouth, eight miles further.

The next day, Tuesday, we put in a good, solid day visiting the different places of interest and filling ourselves up with Pilgrim lore. We danced on Pilgrim Rock, drank from Elder Brewster's well, which through the liberality of some one now pours a continual stream of pure, sparkling water into a receptacle on Leyden street, whereon the first houses were erected by the Pilgrims. We visited Pilgrim Hall, and saw all its contents, from baby White's cradle to the sword of Myles Standish, and his big iron pot, large enough to cook dinner for a regiment. Then we went to the court house, where the courteous register of deeds showed us a number of curious old documents, including the will of Myles Standish and the agreement drawn up by the Pilgrims, providing that the milk from each cow which they brought with them should be divided among thirteen people. They must have had to eat their mush and milk without any milk very often in those days. The writing of all these documents was clear

and distinct, but the penmanship was very bad. I can understand now why Myles Standish did not write a love letter to Priscilla instead of sending John Alden.

This ended the wheeling part of our trip.

The next day we took the train to Newport (wheels, 25 cents), where we saw the Astors and Belmonts and all the other nice people belonging to our set, but we only made brief calls, as our time was limited, and did not stay to dinner. That night we took the Fall River steamer, "Priscilla" (wheels, sixty cents), without doubt the finest and most luxurious steamboat in the world, and the next morning arrived in New York.

The trip altogether was one of the most delightful that could be gotten up, and was not at all expensive. It will live in my memory for many a day; and the beautiful country through which we rode, over good roads nearly all the way, as well as the many places of interest which we saw, will make the recollection of it as enjoyable as the trip itself.

WILLARD DEANE, No. 86, 073.

NEW YORK, Sept. 1, 1896.

ADVICE TO LADY CYCLISTS.

At a recent conference of ladies, in London, over which the mayoress presided, an interesting paper was read by Dr. E. B. Turner on "The Sanitary Aspect of Cycling for Ladies," in the course of which he gave many useful hints to lady cyclists. He said that quiet and recreative cycling for women was one of the greatest boons which had been conferred upon the sex in the present age. Morally, mentally, and physically he expected it to improve not only the individual, but the race generally. There was an almost unanimous consensus of opinion among those best qualified to judge that the average standard of health among women who cycled had undergone an appreciable elevation. Modern-day women, especially among the upper classes, were prone to a condition of under-health. Golf, tennis and skating were not so successful as cycling in bringing the bodily functions into healthy operation. The innermost garment when cycling must be of wool, and the clothing generally must be loose. As a medical man, he considered rational dress safer and more healthful, though as a man he considered it excessively ungraceful. He emphasized the necessity of sitting upright, and of not doing too much, so as not to be able to sleep or eat, and suggested milk and soda as a drink. The less fluid consumed between meals when riding the better, and the cycle should be given an hour's rest after the midday meal. The ball of the foot should be placed on the pedal. From 52 in. to 60 in. should be the limit of gearing for a woman's machine. His four concluding words of advice were "moderation" and again "moderation" and "loose clothing."

LITTLE boy blue, come blow your horn,

We're giving you some business advice—

For if you don't, as sure as you're born,

You never can hope to cut any ice.

The Money Question.

A LUMBERMAN'S IDEA.

Let us not get mixed up with complex matters in connection with the free silver idea.

Let us not befog our brain with arguments about '73, or bother with the many theories which the advocates of free silver are giving us.

But let us take a common-sense view of the situation.

Now, to start with.

Suppose Bryan was elected and the free coinage act had been passed, and that free coinage was an actual fact.

Suppose that silver could be taken to the mint and coined into silver dollars at the ratio of 16 to 1.

How would that effect us?

We have n't got any silver bullion.

A whole lot of people who own silver mines have it, and so they could have it coined into 16-to-1 dollars; but not having any ourselves, we could not have a solitary single dollar under the free silver act.

Now, suppose, however, that all the silver mine owners and others who had silver took it all to Philadelphia, or to some other United States mint, and had it coined into 16-to-1 dollars, and

Suppose so much had been coined that all the silver in the world was made into 16-to-1 dollars, and Suppose that all of these dollars were piled in one heap right on the next block, and

Suppose every single one of them was worth 100 cents here and everywhere,

What good would they do us unless we had something we could trade by which we could get one?

Well, we have something to trade; everybody has.

Some have labor, so much for a dollar.

Some have lumber, so much for a dollar.

Some have sugar or potatoes or hams or coal or harness or something else, all so much for a dollar.

We have advertising and subscriptions, so much for a dollar.

When we want one of those silver dollars, we cannot go and take it; they don't belong to us; they belong to the men who took the silver to the mint to be coined.

If we took one, it would be stealing.

If we asked for one for nothing, it would be begging.

If the owners gave us one for nothing, it would be a gift.

If we borrowed one, it would cost us interest, and so on.

Most of us, to get one, must trade labor, lumber, harness, coal, advertising or something to get it.

This is absolutely and honestly so, is n't it?

Well, being so, why do we take any chances on the dollar?

We can get gold now.

It is worth 100 cents on a dollar everywhere.

So we supposed the silver to be, but

Suppose it is n't?

What then?

What is the use of taking a chance unless we can do better? A silver dollar won't be worth *more* than 100 cents, will it?

We are getting that now.

Let well enough alone.

Some say duty compels a Democrat to back up and vote for a Democrat. You have Bryan's word that he is no Democrat. Let him dare deny that he said it.

Some say that it is pretty bad now. We might as well take a chance. It can't be worse.

What kind of tomfoolery is this?

When our baby lay at death's door, did we do experimenting? We tried everything which would cure, but we did not experiment.

Are things bad in a business way?

Let us tell you something to try.

Tell the world in trumpet tones in November that we want the best money, that we will take no other, and business will revive. —*New York Lumber Trade Journal*.

The Real Ratio.

"16 to 1 for the workingman's weal"

Is but the shrewd demagogue's "bait";

If the workingman bites he will certainly squeal

When he finds it means 8 to 16.

No. 130497.

A CONSERVATIVE OPINION.

I often pick up a "free silver" paper which comments upon their asserted claim that the "gold bugs" advocate as a fact that free silver will net a 47 cent gain to the silver mine owners and at the same time press upon the people a 53-cent dollar. Now I never met a believer in the present gold standard who had the lack of sense to claim anything of the kind. I am an ardent supporter of sound money myself, and think our cause has plenty of good sense to back it without bringing into use any such contradictory statements.

Here is my view upon the query of No. 126,034 in the BULLETIN of Oct. 2d.

It is impossible for this or any other government to pass any legislation of civil nature without benefiting one line of business more than some other. The question is to legislate for the greatest amount of good for the many, and for that reason I am not so much opposed to allowing the mine owners of this country to make a 47 cent gain on their silver ore if it will benefit the rest of us as well.

For a number of years prior to the repeal of the Sherman law, this Government bought every year a large portion of all the silver mined in this country and stored it away for the express purpose of keeping up the demand for silver in order that the bul-

lion price would remain fixed. Though some of the smaller countries had opened their mints to free silver and we continued to store it away in our vaults, nevertheless the market price continued to fall, and has since done so except for a slight rise immediately following the Chicago convention.

If a convention will cause a temporary rise, the election of a free silver party will cause further temporary rise. This rise will, of course, benefit the mine owners. For a while the price will continue to rise until it may reach nearly 100 cents, for would not any one give 90 or 95 cents when they can turn around and get one dollar for it? As it is impossible for our mints to coin all of the silver as fast as it would in time be presented by mine owners, home and foreign speculators, it would cause a delay and an indefinite wait for the parties holding bullion. This would lend a feeling of uncertainty and would cause the market to waver and to gradually fall.

Let the bullion price once begin to fall and buyers would doubt the ability of our Government to maintain the standard price of the free silver dollar. This lack of confidence would cause the price of bullion to fall still lower until finally the free silver dollar of our country would be quoted in each market report together with the 53-cent dollar of Mexico. Then we have a cheap dollar which hits hardest the laboring class, but after the mine owner has reaped a harvest. Thus we have an enriched mine owner followed by a 53-cent dollar.

Fraternally yours, No. 63,870.

HE WANTS TO KNOW.

"If the free coinage of silver will drive the gold out of the country (there being about \$600,000,000, estimated), how long will it take the coinage of silver to increase the per capita circulation when the capacity of the mints is only \$40,000,000 per year?"

Yours, No. 103,719.

ANSWER TO NO. 126,050.

Constitution of the United States. Article One; Legislature. Section X.

1. No State shall enter into any treaty, alliance or confederation; grant letters of marque and reprisal; coin money; emit bills of credit; make anything but gold and silver coin a tender in payments of debts; pass any bill of attainder, *ex post facto* law, or law impairing the obligation of contracts, or grant any title of nobility.

No. 87,155.

COMPOSURE is as valuable a quality in the discussion of financial problems as in learning to ride a bicycle.

CHEAP currency is, in the arteries of trade, what cheap metal is in the construction of bicycles.

It is as dangerous to lose one's head in political discussions as in cycling.

SOME ANSWERS TO FORMER QUESTIONS.

IF THE mine owner takes his new laid dollar and sells it again to the mint as bullion, to be melted up, he will not make 47 cents or any other profit.

But the mine owner don't do business that way. He has received a 53-cent piece of silver which carries a superstition that in some way it is a dollar, and that the Government has indorsed and certified that it is a dollar. With this coin he proceeds to buy labor or wheat, and the workman and the farmer who exchange with him are the ones who enable him to complete the trick.

P.

IN ANSWER TO NO. 126,034 I submit that a mine owner will make 47 cents on each dollar because he can compel his creditors to accept in full payment of \$1.00 of debt silver that is worth but 53 cents.

The "new laid" dollar will be worth, except in payment of debts previously contracted, 53 cents, because no man selling goods will be fool enough to sell one dollar's worth of goods for 53 cents. The law will compel the creditor, but not the seller.

No. 112,747.

THE export value regulates domestic value of our products. The export value is figured in gold; hence, if silver retains its present price, the bullion owner's silver will purchase for him no more *products*, generally speaking, than it does now; but labor and transportation, if the latter is fixed as in some States — by laws — will remain as at present. Therefore, as labor and transportation constitute about eighty per cent. of the cost of silver mining, free silver will lessen the cost of the production of bullion about forty per cent. This will be a clear gain to the mine owners, at the expense of the miners and railroads.

No. 123,053.

THE mine owner will get more than his bullion is worth by paying his debts with 53-cent dollars, and unless he doubles the wages of his miners, he will get more than his bullion is worth by paying for their labor with 53-cent dollars (now, about 51-cent dollars). But the mine owner's interests, one way or the other, are insignificant in comparison with the tremendous possibilities of disaster and ruin involved in the sudden change from a stable standard to one as shifting as the sands, as silver has proved to be. Besides, the honor and credit of our country is at stake. Let us make no mistake.

W. G. SIMMONS, No. 5,034.

GOLD has not increased in value. It is worth no more now than it ever was. The value of gold cannot be changed by the demand; therefore, as it is the staple article from which all value is derived, it must remain stationary.

Yours, No. 103,719.

If you really want a dollar, and want it very *bad*, The proposed inflated dollar should surely make you *glad*.

It should be remembered that abuse is not argument, and that anger is a sign of weakness. Good-natured antagonism is always welcome.

13

LEDGER ACCOUNT.

THE LEAGUE OF AMERICAN WHEELMEN,
IN ACCOUNT WITH
YOU—OR ANY UNATTACHED CYCLIST.

1900.		Dr.	Cr.
Every Day	1/6 Road Book	\$	
" "	Liberal Discount L. A. W. hotels.	\$	
" "	Local Consuls everywhere Free information Other courtesies.	\$	
" "	Legal protection.	\$	
" "	Your wheel insured against theft \$1. Non-league members \$2	\$	<i>We regret very much to find the</i>
" "	The L. A. W. Weekly Bulletin (bright, sparkling, up-to-date).	\$	<i>Cr. side of this account against</i>
" "	\$25 reward for stolen wheel any L. A. W. member.	\$	<i>You, Unattached, and will appreciate</i>
	"LAWS AND LAWS" IN CYCLING INTEREST.		<i>settlement by promptly forwarding</i>
Every Day	Side-path legislation.	\$	<i>Application for Membership with</i>
" "	Uniformity in municipal ordinances.	\$	<i>fee—\$2.00 first year, \$1.00 each</i>
" "	Protection against injury to tires, on highways.	\$	<i>year after.</i>
" "	Good roads legislation.	\$	
" "	Testing legality of tolls on highways N. J.; case now pending	\$	
" "	Free transportation wheels, New York State	\$	
" "	Jersey now working for passage same law	\$	
	Total,	\$58	

THE above comes to us from New Jersey, and is a novel and taking addition to the recruiting ammunition of the League. It is in the form of a four-page folder, ruled on the inside pages in ledger style, (red and blue,) with the printing between the lines in black. The reading matter shown between the lines on right hand page is printed diagonally in red ink on the original, and is, therefore, more attractive. On the first, or title, page are the following words: "BY THE WAY—there's a matter we've been wanting to see you about." On the last page is printed the regulation application blank. Dotted lines show where fold is made. (Our copy is about a quarter of an inch longer than sample.)

A DEFY TO ONE-LEGGED RIDERS.

In the language of the sporting fraternity, we have been made the "stakeholder" and "second" of a gentleman who is "shy" one leg, and who wishes to make known through our handsome circulation his willingness to race any man on earth who is similarly deficient, ten miles flying start preferred. Now bring on your monologists.

THERE was a manufacturer, as I've heard tell, He went to the market his goods for to sell. He has since become a bankrupt, and no one heeds his cries, For the people did n't know him, and he wouldn't advertise

TO THE "CAMERA FIENDS."

No. 68,905 thinks a little space should be devoted each week in the L. A. W. BULLETIN to amateur photography. We realize that many wheelmen are interested in photography, and many more are considering it. We will be glad to consider any interesting contribution on the subject, providing it is likely to interest a considerable number of those who are not themselves photographers. Interesting samples of work which could be reproduced would add to the probability of our publishing anything in this line.

By all means let us hear from the "camera fiends."

BICYCLES ARE BAGGAGE.

If present indications may be relied on, new laws compelling railroads to carry bicycles as baggage are unnecessary, and the bicycle is already under the common law "baggage." We give below the full text of a most important decision just reached by a Missouri judge.

The suit was in reality brought by the Mo. Div. of the L. A. W., but as the Division is not incorporated the action was taken in the name of one of its members.

J. R. BETTIS, PLAINTIFF,

VS.

THE MISSOURI PACIFIC RAILROAD COMPANY,
DEFENDANT.

Mr. Bettis, who lives in Webster, brought a suit against the Missouri Pacific R. R. Co., asking the Court to issue a writ of mandamus to compel the road to carry his bicycle in its baggage-car to St. Louis without extra charge, on the ground that such bicycle came within the statute which requires roads to carry ordinary baggage without extra charge up to one hundred pounds.

The defendant filed a motion to dismiss the suit on the ground that under the facts stated the bicycle could not be held to be ordinary baggage. This motion the Court overruled, and decided that the bicycle, under the facts stated in the petition, must be carried as ordinary baggage without extra charge. The rule is limited to cases where the bicycle is carried by the passenger for his personal use at the end of the journey on the train. The decision of the Court on this point is as follows:

We come next to consider the question whether, under the circumstances alleged in the petition, a bicycle is ordinary baggage, and in considering this question it may be well to look at the facts which gave rise to the carrying of baggage by railroad companies without any charge beyond the price required for the transportation of passengers. The necessity of taking with them certain articles for their personal convenience and comfort has led carriers for hire to adopt a practice of carrying for passengers a reasonable amount of baggage. This practice grew partly out of the necessities of the case and partly out of the desire on the part of carriers to encourage travel, and finally ripened into a right due the passenger, and which was construed by the courts as having been paid for in the price of transportation. At the present time this right has become as firmly established as the corresponding right to be transported to the destination for which the traveler has purchased his ticket.

In order to determine what is meant by baggage it will be seen that we must ascertain the purpose for which these things were taken by the traveler.

In the earlier English decisions this is denominated luggage, and is said to consist of those things which are necessary for the comfort and convenience of the traveler. This definition was broadened and the rule extended until it finally became settled that whatever the person takes with him for his personal use or convenience, according to the habits or wants of the particular class to which he belongs, either with reference to the immediate necessities, or to the ultimate purpose of the journey, was considered personal baggage. This rule includes not only all articles of personal apparel, whether for use or ornament, but also the gun-case or fishing apparatus of the sportsman, the easel of the artist on a sketching tour, or the books of the student and other articles of an analogous character, the use of which is per-

sonal to the traveler, and the taking of which has arisen from the fact of his journeying.

Macrow vs. Ry. Co., 6 Q. B. 622;
Railroad vs. Frahoff, 100 N. S. 24.

While the above general rule may now be considered as the settled law both of England and in this country, yet it must be taken with certain limitations, which will be apparent when stated. The articles taken should not exceed the limit of reason or custom. They should be for the convenience of the traveler and not for some other party. They must not be carried for the purpose of sale, etc., etc. Neither would those things which only a crank or an eccentric person would take with him be considered as baggage.

It is true that it has not been many years since those who like relator were addicted to bicycle riding were regarded as cranks, but his class has grown and his tribe multiplied until it threatens to include all mankind, and we are forced to accord the wheelman the average human intelligence, and we cannot say now that only a crank would carry with him a wheel.

As illustrating this rule regarding the limitations thrown about this general definition of baggage, it has been held that a lady's sack or muff, or a woman's jewelry carried in the trunk of a man could not be deemed his baggage, nor could presents for friends. (38 Central Law Journal, 70, and cases cited.) It should also be noted that regard must be had to the class to which the passenger belongs, for that which would be baggage for one class, would not, if carried by a man of another class, be classed as baggage. Hence the test is not whether the articles are usually carried by all passengers, but whether they are fit and proper for the personal convenience and use for the class to which he belongs. As illustrating this, it has been held that the dental instruments of a traveling dentist were baggage. Brock vs. Gale, 14 Fla., 523.

And the surgical instruments of an army surgeon. Railroad vs. Swift, 12 Wall, 272.

So, too, a reasonable quantity of tools of a mechanic. R. R. vs. Morrison, 34 Kan., 502.

And the telescope of a seafaring man who was traveling for pleasure. Cadwallader vs. R. R., 9 Lower Canada, 169.

These authorities might be multiplied to an almost interminable length, showing that in all cases the courts take into consideration whether the things claimed as baggage are fit and proper for persons of the class to which the traveler belongs.

Neither is baggage limited always to those things which a traveler needs on his journey, otherwise a seafaring man who traveled in the night could not have his telescope claimed as baggage. But articles for use at the end of the journey, or during a temporary stay at a particular place, are as properly baggage as those actually used in the transit.

R. R. vs. Hammond, 30 Ind., 379;

Gurnitt vs. Henshaw, 35 Vermont, 622;

Parmlu vs. Fisher, 22 Ill., 212;

Hutchinson on Carriers, Secs. 683, etc.

The same authorities clearly determine that no particular kind or species of chattels are comprehended under the term baggage; the word is broad enough to cover almost every kind of personal property. Whether, therefore, a particular chattel is baggage depends not upon whether it is a vehicle, fire-arm or beds and bedding, but upon entirely different considerations. Either such articles may be baggage under certain conditions while under different neither would be.

Hutchinson on Carriers, Sec. Supra.

We come next to consider the application of the foregoing principles to this case,—and first it should be said that, for the purpose of determining the motion before the Court, the facts stated in the petition of the relator are to be considered as true.

It appears from the relator's petition that the bicycle is a machine or vehicle in very common use amongst a large class of people, for health, recreation and locomotion; that the relator belongs to this class, which is usually denominated wheelmen or bicycle riders; that it is the use or custom for the relator and for wheelmen generally to take their bicycles on railroad trains for use at the end of the journey

and to make trips on railroads, taking their bicycles with them for the purpose of using them at the end of their journey for health, recreation or locomotion. In considering this question we are not permitted to determine whether the facts will justify the statements set forth in relator's petition. That cannot be inquired into at this time. Keeping in mind the definition of baggage as determined by the courts, it will be seen that the article sought to be transported as baggage must be for the personal use or convenience of the traveler, according to the habits or custom of the particular class to which he belongs, and if it may be for his immediate use on the journey or for his need during his time of stay. That these requirements are met by the petition is apparent if we are to consider the bicyclist as a separate and distinct class. From whatever standpoint we may look at them, we are forced to the conclusion that they form a class and a decidedly large one, and the courts must take notice of this as they do other matters which impress themselves upon the senses. It would be foolish for the Court to assert, in view of what they witness every day, that the wheelmen do not compose a very substantial part of the community. In addition to this the allegations of the petition bring the relator's bicycle squarely within the above authorities cited. It is also alleged that the relator had no baggage but his bicycle and that it is within the statutory limit as to weight. In this view of the case, there can be no escape from the conclusion that the relator's bicycle is baggage, as defined by the authorities set out, and that the respondent is bound to carry it as such, without extra compensation therefor. The objection that the bicycle is a vehicle and that if the respondents should be required to carry it, it might also be required to carry other vehicles of a larger class and more cumbersome, is disposed of by the rule that the article sought to be carried as baggage shall not exceed the limits of reason and custom. When we consider that the respondent carries the largest trunks made in its baggage cars, it cannot be well said that a vehicle not exceeding thirty-five pounds in weight should be rejected because of its size and weight. If the one is within the limit of reason and custom, the other could hardly be rejected because it is not. Nor do we think the objection that the bicycle is liable to injury in being transported without crating is entitled to consideration, since in this action we are not to determine under what conditions the respondent shall be required to transport the baggage. In any event it does not appear that it would be any more easily injured than the sportsman's gun or fishing tackle or the artist's case, which, as heretofore seen, are classed as baggage.

It is also asserted in the petition, and admitted by the motion, that the respondent had heretofore carried bicycles in its baggage cars free up to a certain date, and that it is still carrying them in its baggage cars or offers to carry them upon payment of a charge for extra baggage.

It is objected by the respondent that all the cases that can be cited determining what is baggage are those in which suits have been brought for the recovery of baggage lost, and that one of the elements which enter into these cases is the fact that for the carrying of this the carrier had been paid by the purchase of the passenger's ticket, and that in these cases the property which had been lost had been placed by the passenger in some trunk or box, and the traveler had received a certificate in the form of a check for the delivery of these packages to him at the point of destination. The position of respondents in this respect is correct, but it may be stated in answer that we have no reason to believe that the courts would in a case like the present make a different definition of the word baggage. So far as the matter has been before the courts they have in all cases, however they may have arisen, defined baggage as hereinbefore stated, and we think it reasonable to conclude that they will not give a different definition, although the question may arise in a different way. The definition of baggage must remain the same under any and all circumstances or the definition would not be a complete one. This word has been under consideration by the courts so often that I think it may be very truly said that the present definition is a full and complete one, and will not be departed from in the future.

The motion to quash the alternative writ will be overruled.

RUSSELL, Judge.

FOREIGN FLASHES.

THE present state of English roads is said to be the worst for years, owing to prolonged rains.

ENGLISH papers are discussing whether servant girls should or should not ride bicycles. In many of the cities a cycle-riding domestic is a boon, as she goes on errands willingly and saves much time. Many London ladies mount their servants on their own wheels where time is an object. By and by every up-to-date servant, man or woman, must be able to ride as well as walk.

LONDON cycling schools are as full of learners as at any time in the past.

ENGLISH papers object to the bicycle being called a "wheel" (when it has two) as strongly as they oppose the word "bike."

HEREAFTER every brigade in the Austrian army will have a number of bicyclists attached to it.

The African Cyclist has just been started at Johannesburg, Africa, where cycling is said to be in a very flourishing state.

A BICYCLE has been made in England in which the foot stroke is straight, gut cord taking the place of the chain. There is no crank, and the inventor anticipates that by working only on the maximum power position of the circle, considerable increase of speed will be obtainable.

REPLYING to a communication from the Italian Touring Club, Signor Blanca, the Finance Minister, says that the Italian Government has at present no intention of proposing a tax on cycles.

A STRIKE of cycle dealers is reported from Spain. Owing to some new taxes which the authorities levied on cycles on October 1st, all the cycle dealers of Madrid shut up their shops, and declare that they will not re-open until the tax is removed or reduced.

FRENCH cyclists ask permission from the authorities to place sign-boards on telegraph poles, as is done in Italy.

THE French Touring Club has 42,000 members.

"TAKE back the heart thou gavest me,"
She said in proud disdain
Unto the butcher man, and he,
When he called round again,
And her objections he had heard,
Gave liver, which she much preferred.

THE cycling organizations of Chicago which are sending out letters to the various candidates for the legislature in this state for the purpose of ascertaining their sentiments on the question of Good Roads, should demand some definite, specific pledge. It is not enough to know that they are in favor of good roads. Nearly all candidates for office are in favor of good roads nowadays when the wheelmen constitute such a considerable factor in the voting strength of the cities. — *Chicago Times-Herald*.

THE AVERAGE MAN.

NIXON WATERMAN.

Some days I am so very good and do such gracious things
I feel my shoulders just to see if I have sprouted wings.
At other times my wrongful ways deserve such stern reproof
I really half expect to see I've grown a cloven hoof.
And thus I oscillate between the righteous and the wrong,
Not really certain of the class to which I should belong.
Sometimes I walk aright and at other times I limp;
I'm never really sure if I'm an angel or an imp.

I wonder if the pious man has fleeting moments when
He'd like to just cut loose awhile and then get good again.
I wonder if the sinner has his seasons of restraint
That make him for the moment wish he might become a saint.

Alas, how many mortals are a tangled half and half,
In part made up of golden grain, in part of wicked chaff.
O, could we read them through and through I wonder if
we'd find

In each of them an angel's wing and devil's hoof combined!



I wish to make a suggestion of a very pleasant tour for those who are better able to spare time for a vacation in midwinter, when cycling in the United States is out of the question. For all such persons a trip of two or three weeks awhel in the Island of Jamaica, British West Indies, cannot fail to be enjoyable, interesting and healthful. Jamaica is a country that is just beginning to attain prominence as a winter resort, which it well deserves, as in addition to an equable and healthy climate, enjoyed by few of the West India Islands, it has a wealth of tropical scenery unequalled by the much-patronized Bermudas or Bahamas. The interior of the Island is mountainous, the peaks rising to a height of over 7,000 feet, and in some places extending to the coast and descending abruptly into the beautiful blue waters of the Caribbean. In these mountains are bits of scenery unequalled except by some such range as the Alps.

Jamaica has stood still from the time of the abolition of slavery until about six years ago, when planters began taking up the abandoned and unprofitable sugar plantations, and raising tropical fruit on a large scale. We may here see the source of our supply of bananas, cocoanut, oranges, cocoa, coffee, nutmegs and other staples. The production of sugar and rum, once the sole products of the Island, may still be seen.

Jamaica, with all its recent improvements in the matter of railroads and other modern innovations, is still an Old World country to the American. The negroes live as they did in the old slavery days, and even among the upper classes manners and customs have not altered. The greatest hospitality

is shown by every one, and the average Jamaican will do everything in his power for the entertainment of a stranger, even at great inconvenience to himself.

But in one respect Jamaica is far ahead of the civilized United States, in having a system of beautiful roads connecting every town in the Island. These are always in good condition, and with almost no steep grades, even in crossing the mountain ranges. Toll, the exclusive property of our enlightened nation, is unknown there. On many of the little-used roads, the rivers, as the mountain torrents are called, have no bridges, but if any cyclist should get into one of these by-ways he can always find a negro peasant who will ferry him and his machine across on his back for a penny.

Hotels are plentiful, and marvelously cheap, as a rule. The accommodations are good, but the fare is entirely West Indian, which in my opinion is first-class.

The Island is reached in five days, by the Atlas Line from New York, or by the fruit steamers running from Baltimore, Boston and Philadelphia, most of which have passenger accommodations. It may also be reached by the Plant System *via* Florida and Cuba.

The best places for a starting point for short tours are Kingston and Port Antonio, the principal ports.

For the lovers of historical associations, there are numbers of places recalling the discoveries of Columbus and his successors, and the wars for the supremacy in the Indies between Briton, Spaniard and Frenchman.

A few cyclists have already made tours there, but as they do not seem to have published their experiences, I send this to you in hopes that it may be a useful hint.

FRANCIS H. KNAUFF, No. 123,655.

PHILADELPHIA.

AS MENTIONED in a recent issue, the Irish Cyclists' Association has been using its influence for months past with Irish railway companies, in order to induce them to lower the rates of carriage of cycles when accompanied by owners. As a result, the different railway managers, at a recent meeting held in Dublin, decided to meet cyclists in the matter of reduced rates, and in future the following reasonable figures will be charged by the leading lines in Ireland: Up to 50 miles, 6d.; 51 to 100 miles, 9d.; 101 to 150 miles, 1s.; over 150 miles, 1s. 6d. These are about half the prices formerly charged, and should give satisfaction to cyclists generally. — *Scottish Cyclist*.

THE Galveston (Texas) Cycle Club, which is an active force in Good Roads work, has completed a fine club-house.

THE Wheelmen's Roads Association of Bristol, Pa., is doing good work in bettering roads and paths in Bucks county. Such an organization in every county would make the problem of road improvement easy to solve.

A Question.

Breathes there a man with hair so red,
That does n't, when it leaves his head,
Cause baldness and affect his mind
As much as any other kind?

THE L. A. W. ON SCORE CARDS.

While people are sitting in the grand stand, waiting for the big "crackerjacks" to ride a mile in about 3.15 (that's when the referee is easy), they are liable to look over the score card and, incidentally, read the advertisements. In view of this fact, we are glad to observe a growing tendency on the part of the score card publishers to put in a little notice of the L. A. W. The following comes to us, on a score card, from Ridgeway, Pa.:

Do you want

reduced rates at good hotels?

Would you prefer

improved roads and better streets?

Can you use

a Road Book and touring maps of the greatest value?

Do you require

legal protection should your rights as a cyclist be infringed upon.

Could you enjoy

a bright illustrated cycling weekly—the best wheel paper printed.

Would you like

to receive courtesies from the best wheelmen in any town you may visit—to be a guest at the great State and national League meets held every year?

If so, join the LEAGUE of AMERICAN WHEELMEN.

Application blanks and full information furnished by L. J. A. LESSER, Local Consul, Ridgeway, Pa.

And this from Haverhill, Mass.:

WHOEVER

rides a wheel is benefited by what the organized wheelmen have accomplished.

WHENEVER

you are satisfied of the truth of this fact, square your conscience and hasten the day of what they will accomplish by joining the L. A. W.

WHAT NEXT? we wonder. Some crank has discovered that a bicycle can be made that will give music to the cyclist as he, or she, scorches along the roads, and will, at the same time, give the necessary warning of the cyclist's approach. A portion of the front wheel is to be fitted with musical pipes and wires, so that as the wind passes through them sweet music will be emitted. The invention may come in handy for the luckless lawless cyclist who may by the aid of his Æolian harp "sooth the savage breast" of the gentleman in blue. — *Scottish Cyclist*.

A STRANGE THING.

EDITOR L. A. W. BULLETIN:

Among the strange things seen on the road during a late Long Island trip, the sketch sent herewith will give a fair idea of the "bicycle built for" *one*, but ridden very comfortably by *two*. The original saddle was put back as far as possible, and a second saddle attached to the frame close up to the handle-bar.



A false fork of wood, attached to front axle and braced from the head, carried the second handle-bar for the forward rider to steer by.

Side bars, or grasshopper treads, also of wood, were bolted to the pedals, and each provided with two toe-clips, while their rear ends were supported by leather straps from rear saddle.

The position of the riders reminded one of the "States' prison lockstep" somewhat, but the wheel, with ordinary road tires, and two comparatively light riders aboard, ran along very nicely, at a good tandem speed,—the only fault found with it being that a sharp corner could not be turned readily, which a forward curved handle-bar would probably correct. Notice the natural ankle motion induced by the treadle action, and, on the whole, is it not an ingenious and clever arrangement for two who want to be "in the swim" in this tandem year, but own only one wheel between them?

NEWARK, N. J.

EDWARD O. CHASE.

WHEN little Bo Peep had lost her sheep

She need n't have been surprised

Had the sheep come back with their tails intact

If she had only advertised.

CAMPAIGN uniforms may truly be called party dresses.

WE do not now recall which is Longfellow's latest poem, but "I Stood on the Bridge at Midnight" was one of his late ones.



In the "Duquesne Special" advertisement, page 493 of Oct. 9th issue of the L. A. W. BULLETIN, Louis Grimm was intended, instead of "Grimm," as published.



GOOD COUNTRY ROADS.

The road question has been one that I have studied much, as I have ridden a wheel from the introduction of the first two-wheel velocipedes, with regular wagon wheels, and a seat made of a block of wood—covered with a piece of carpet to keep you from denting the blocks,—until the present time. During these years I have pedalled over roads from the St. Lawrence to the Gulf, and from the Atlantic Coast to the Pacific. I do not mean that I have ridden across the States, but have taken in many parts all over the United States; so have had a chance to see different styles of road-making, and different mixtures that make or spoil roads. I have come to the conclusion that in about four-fifths of the States wide-tired wheels would turn the now bad roads into smooth and money-saving ones. The balance can only be made good by a regular system, engineered by adepts in the art of road-making.

The counties now spend their money, each year, by scraping the ditches, and piling this worthless filth in the roadway, to be rolled, cut up, and finally washed down into the ditch again. During this shifting process it becomes ground up into fine powder, which cannot be rolled or packed down, making a fine soft grade of mud in wet weather and a correspondingly good dust in dry weather. Wide-tired wheels will be of little use in such places, unless all this fine dust is first scraped off, and a heavy course of crushed stone put on, rolled thoroughly and covered with gravel, and again rolled, with plenty of crown at centre, for drainage. When this is done, shut out all narrow-tired heavy wagons, and a good smooth road will be insured. In the spring and fall, go over the road and fill up all soft or low places; see that the ditches are not clogged in low places, causing the road-bed to be flooded during storms. It would also pay each township to hire some good reliable man with a team, to go over each road, when required, with a load of crushed stone or gravel, and fill up each little depression, before it became a mud-hole and require several loads to do the work of a few shovelfuls. Such a system, with a strict wide-tire law, would save each

county thousands of dollars each year, and the farmer would soon find that he could haul two tons, or two loads, with one team, that now require two teams, or twice the time. In many sections this saving would amount to several times this amount.

I live just west of Pittsburg, where the roads are fairly good, as country roads go. I ride about 3,000 miles each season, and see considerable road work. We have elegant roads at times, and their fineness at such times is caused by the following conditions: First, many of the roads are made with a good crown, for drainage, and the roadway is covered with a cement gravel, taken from the beds of the creeks, and frequently rolled when placed on the roads. This gravel soon packs down, and after two or three moderate rains is in elegant condition, showing that it will pack hard before it is ground up. Now we have a fine road, and it lasts until the first hard rain; then, while it is soft, along come the cutters, in the shape of 2-inch tires, worn round on the face, and cut in deeper and deeper. The rain stops, and the road dries up in ruts and humps; soon the wheels roll down the humps, and, in so doing, grind the material finer and finer; so, by the time it has been worked over a few times, it is powder. This will soon furnish plenty of dust, and soon turn into mud when the next shower comes.

I have seen these same roads rolled by the passage of some thirty or forty 4-inch tired wagons, belonging to some contractor, and at a time when the mud was from two to six inches deep. After these wagons had passed the riding was good. I happened to be out on my wheel, and followed this trail for miles. When the wagons turned out of the road a bicycle could not navigate, and wagons had a hard time. This confirmed me in my decision regarding the advantage to the farmer in the adoption of the wide tire, as it was a plain example of a good road made bad by narrow tires and, when bad, turned to a good one by the passage of only one man's outfit.

Farmers are beginning to see the advantage of good roads; but when they are confronted with the cost of new wheels for their heavy wagons they at once become satisfied with the old ways, and go on losing what might be saved for the cost of two or three sets of wheels. If wheelmen can be made to pay for the privilege of riding on city streets, as here in Pittsburg, why cannot the farmers be compelled to provide proper wheels and stop cutting up the roads? Let the 70,000 L. A. W. members, and the thousands that ride and do not belong to the L. A. W., go to the polls and vote for such a law, and we will soon see results that farmers will rejoice over as much as the wheelmen.

First, stop the cause of poor roads by compelling the use of broad tires, and then fix up the roads in a thorough manner, and they will stay so at small expense. Any amount of money spent in road-making will not accomplish the desired result unless the main cause of the trouble is removed.

Yours respectfully,

SEWICKLEY, PA.

C. W. TOWNSEND.

League of American Wheelmen

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ABOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR Sir:—I enclose One Dollar, for which review my membership and subscription to the L. A. W. publication for another year.

Number _____ Date of Expiration _____

Name _____

Street and No. or P. O. Box _____

City _____ State _____

City and Division in which my home is and to which I should be attached _____

Division to which I should be attached _____

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Application for Membership in the L. A. W.

ABOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR Sir:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby request that you will apply to the Treasurer of the L. A. W. for my membership and subscription to the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name _____

Street or Box _____

City or Town _____ State _____

City and Division in which my home is and to which I should be attached _____

Division to which I should be attached _____

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Division to which I should be attached _____

Application for Membership in the L. A. W.

ABOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

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City or Town _____ State _____

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BADGES AND BUTTONS.

L. A. W. BADGE,
with royal purple rim. Gold, \$2.00.
silver plate, \$1.00. Sent by in-
sured mail.



OFFICIAL CAP PIN.

Size of cut. Enamelled front
in colors. Staked to suit ad-
dress for thirty-five cents.

OFFICIAL
LAPEL BUTTON.

Mailed to any address for
twenty-five cents. The same
button with catch pin for ladies' use.
Send orders for the above to

ABERT BASSETT,

12 Pearl St., Boston, Mass.

DON'T SEND POSTAGE STAMPS.



VETERAN BAR.

Any member who has been
connected with the L. A. W.
for ten consecutive years is
entitled to wear the bar.
The bar is made of metal, with the
word "Veteran" in enamel.
All orders must be sent to the secretary accompanied
by the price of bar, \$2.50. Bar with gold bezel
attached, \$3.50. Members holding numbers less than 500
may place orders at their own expense.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and
moderate in price. It is of celluloid, steel bound, and
it exhibits both sides of the ticket without exposing it
to wear. It will be sold for ten cents.

STANDARD LEAGUE BADGE.

In order to supply a "long-felt want" we have had
made what we shall call the Standard League Badge.
It is a royal purple rim in metal, with the word "League"
in gold. The gold badge will be sent by mail for \$2 and a
plated badge for \$1. Those who desire a neat and in-
expensive badge may order of us.

ABERT BASSETT, Sec'y.
12 Pearl St., Boston, Mass.

BADGE FOR THE LADIES.

We have had a few badges of the standard quality
made with a turquoise instead of a garnet. We recom-
mend these for the ladies, and can supply them in the
two-dollar badge only.

JOB LOT.

We have a job lot of Russia Leather ticket holders,
spun worn or spoiled in marking, ten cents each as long
as they last.

EXECUTIVE COMMITTEE MEETING.

AYTHER HOUSE, NEW YORK, OCT. 16, 1896. — Present,
President Elliott and Vice-Presidents Cosum and
Merrill.

Albany, N. Y., was decided upon as the city in which
will be held the National Assembly Meeting, begin-
ning with the "Good Roads Day," Feb. 10th, 1897.
The sum of \$1,000 was appropriated for the expenses
of "Good Roads Day" at the assembly, with the understand-
ing that the "Good Roads Day" exercises are to
be managed, and any additional expense borne, by the
New York Division. The committee also appropri-
ated \$500 for the preparation of matter for publication
in connection with the subject of improvement of high-
ways. This sum is to be expended under the direction
of Otto Dornier, of Wisconsin, a member of the National
Highway Improvement Committee.

It was also decided to prepare and distribute hand-
some and artistic posters advertising the League and
its advantages. An appropriation of \$1,000 was made
for this purpose. Two hundred dollars will be paid as
advance on the best design. The place for holding the
next National Meeting of the League will be determined
in January by a mail vote of the members of the As-
sembly.

The financial report was most satisfactory. The
cash balance to the credit of the League amounts to
\$1,400. Secretary Bassett reported that \$7,514.25
of the cash on hand had been expensively related by
the publisher of the L. A. W. BULLETIN from the sum
due him under a strict construction of the terms of his
contract with the L. A. W.

President Elliott stated that the unprecedented in-
crease in L. A. W. membership since the contract was

made causes it to operate more in his favor than was
expected in view of the more limited membership at
that time.

The membership of the L. A. W. now numbers
69,879.

SUB-DIVISIONS AND CONSULATES.

We have sent out explanatory circulars and ballots
for election purposes in each of the sub-divisions and
consulates.

In our issue of Sept. 23, we requested that nomina-
tions of officers of these branches be forwarded to the
secretary for publication.

One nomination for each office has been received
from Alabama, Georgia and North Carolina. We have
published the same in the Bulletin.

In three sub-divisions and seven consulates no nomi-
nations have been made and the voters will be at a loss
regarding candidates.

It is recommended that voters confer in States where
no nominations have been made, with a view to getting
men for the offices.

No special form of ballot is required in these elec-
tions. We furnish a postal, but do not insist upon its
use. We require the signature of voter and request his
number, and having that the voter can choose the form.
Ballots will be No. 10, and ballots must be mailed
not later than Nov. 7.

Fraternally,
ABERT BASSETT, SEC.

LEAGUE CLUBS.

In the list of League clubs published last week the
clubs of the Highways of Wilkes-Barre, Pa., No. 8, and
the West End Wheelmen, of Wilkes-Barre, Pa., No.
54, inadvertently omitted. Fraternally,

A. BASSETT.

OREGON DIVISION.

CHIEF CONSULTANT'S REPORT.

To our Board of Officers:

Before commencing upon my report for the year, I
endeavor to present in a brief way a history of the
League in Oregon prior to its becoming a division.

As far back as 1896, it appears that there were a few
members of the L. A. W. in this State, but the League
was not organized here and was not known of until
the fall of 1897, when a consulate was formed. At
this time or in December, 1897, Mr. C. L. Howe was
made chief consul, through appointment from the
president of the League, which was then the Oregon
Roll book which was kept during the continuance
of the consulate (now in the possession of our secre-
tary-treasurer) shows that the wheelmen have joined
the League from Oregon as follows:

1896	3
1897	3
1898	31
1899	31
1900	8

In 1896, the membership dropped down so much that
Oregon lost her standing as a consulate, and a revival
of interest did not occur until about the first of the
present year, when I will now report.

The year of 1896 has been one of great prosperity for
the L. A. W. in Oregon. It is the first year that the
membership has ever reached a division standpoint
(100 members).

Recruiting was commenced about the last of Janu-
ary, at which time there were only eight members in
the State, but so vigorously and successfully was the
recruiting work carried on that we secured or were
credited in the BULLETIN with 57 members by the end
of February. On March 10th, we held our first consular
chief consul, under the direction of the secretary of the
League, which resulted in favor of "your humble ser-
vant," the undersigned. On March 25th, the BULLETIN
had our division credited with 137 members. At this
time we were constituted, by virtue of membership, a
division of the L. A. W.

As soon as convenient, after my election to the office
of chief consul was confirmed, I appointed, in accord-
ance with my privileges, a vice-consul, secretary-treas-
urer, and the following standing committees: Rights
and Privileges, Improvements, Highways, Transportation,
Rules and Regulations, Road Book, and Racing Board,
all of which have been announced to you through the
official organ, likewise the appointments

The main work of the division this year has been that
of recruiting, as the officers soon saw that the division
could make but little headway until a large member-
ship was secured. In this work we have been quite
successful, but not so much so as I had hoped. During
the month of April, with the assistance of the vice-
consul and secretary-treasurer, I succeeded in issuing
a circular letter "To Oregon Wheelmen," which ex-
plained in a concise manner the advantages of mem-
bership in the League, with an application blank at-
tached. This circular was as good a medium for recruiting
and they were liberally forwarded to wheelmen in var-
ious parts of the State, as 2,000 copies of the same had
been printed. Although the most effective work has
been done through the personal efforts of less than a
dozen members, this shows what a large division we
might have if there were more enthusiastic recruiters in
our ranks.

In order to secure new members readily, we must

have something to offer them in return for their \$2.00,
other than the L. A. W. BULLETIN and the fraternity
of the organization. Therefore, we have been at work
this season trying to secure new and more attractive
for the members, and I am pleased to state that a great
deal has been accomplished, especially in the matter of
procuring road reports and other data necessary to pub-
lish a division road book, as well as the Road Book for
our Road Book Committee. It was at first
thought by the officers that this book could be pub-
lished during the past summer, but it was soon found
that it was no simple undertaking and would require a
great deal more time to get the necessary data than we
had anticipated. However, with the information now
at hand, it is believed that the road book can be pub-
lished and ready for distribution soon after the first
of next year, or before the wheeling season commences.
Printed forms known as "Road Schedule" blanks
were gotten out by the division early this season to
facilitate the making up of road reports, which have
been very useful and aided in maintaining a uniform
system of reporting.

It will, perhaps, surprise and please many of you to
know that the recent bicycle ordinance, passed by the
city council of Portland, was prepared and drawn up
by our League attorney, Mr. N. H. Gruber, assisted by
the members of our Rights and Privileges Committee,
of which he is also chairman. Mr. Gruber and the
committee are to be highly commended for their effi-
ciency in this matter for the ordinance not only passed
correctly or amended one which was being daily violated.
It is also very moderate, and will be much appreciated
during the wet weather by the wheelmen, who have oc-
casion to ride their wheels through the suburban dis-
tricts.

In division racing matters but little interest has been
manifested. Although the present board has been ap-
pointed, their work has been mainly that of assisting
the National Board, as Chairman Arnold's report will
show.

The Good Roads movement, inaugurated by the
League of American Wheelmen, has reached this State,
and assisted by clubs and unattached wheelmen, the
agitation in favor of the cause has been earnestly
and earnestly kept up with splendid results, as may plainly
be seen in all parts of Oregon. Our members of the
Highway Improvement Committee, being located in
various parts of the State, have exerted a wide influence
in behalf of good roads, and the little blue buttons worn
by nearly every member of the League shows this to be
clearly the most worthy object of our organization.

Next year the membership should far exceed that of
the present, inasmuch as the way has been well paved
for future work, and it seems safe to predict that we
will have at least one thousand members by the end of
1897.

In conclusion, I thank you all for your valuable as-
sistance in building up our division, and hope for a
continuance of your interest in this direction.

Respectfully submitted,

A. INGLES DONNELL, Chief Consul.
PORTLAND, ORE., Sept. 30, 1896.

OREGON DIVISION.

NOMINATIONS.

We hereby nominate officers for the Oregon Division
as follows:

Chief Consul, — A. Ingles Donnell, Portland.
Vice-Consul, — A. B. McAlpine, Portland.
Secretary-Treasurer, — Don L. Woodard, Portland.
Representative, — John S. McClure, Eugene.
Fraternally, — J. A. HEIKKAN,
Ch'm. Nominating Committee.

PENNSYLVANIA DIVISION.

LAST CALL.

A circular letter has been addressed to the local
committees of the interior counties of Pennsylvania by
the editor and compiler of the Road Book, urging them
to obtain good county maps, and indicate in red ink, or otherwise, all of the cycling roads within
their counties, giving those the "Good Roads Book"
their present route numbers. Quite a number
of such maps have already been received. In every
town, county atlases may be found by inquiry which
can be used for the purpose. All members who are
willing to aid in this effort to gather exact information
are requested to mail corrections, new information and
accurate map matter to Frank Taylor, or to W. W.
Randall, Chairman of the Road Book Committee, Divi-
sion Headquarters, 5th House, Philadelphia. If you
have no blanks for the purpose they will be sent on re-
quest.

All available material will, as far as possible, be
credited in the books to members supplying it.

Maps or atlases will be returned after use when a
request to that effect is made.

A carefully drawn little map of your own with a new
route is a great help.

Mention of interesting historical localities, natural
features (such as, for example, the Ringing Rocks near
Pottsville), and other attractions along the routes, will
aid the cyclist. Show location of such features on
maps if possible. Do it if you can.

P. S. COLLINS, Sec. Treas.

PENNSYLVANIA DIVISION.

Geo. E. Gosler, Philadelphia, is added to the Road Book and Committee. S. A. BOYLE.
PHILADELPHIA, Oct. 19, 1896.

CONNECTICUT DIVISION.

TOUR BOOK.

Now that the Road Book consisting of maps only is in the hands of the binder, and will probably be in the mail by the time this reaches you, we wish to complete the work by the publication of a Tour Book, to include the matter liable to change from time to time, and of such size and condensed form as to be inserted in same cover. All who are willing to assist in this work will oblige by writing the chief consul.

P. W. WASTLAK,
Box 6, Bridgeport.

ILLINOIS DIVISION.

NOMINATIONS.

Annual Election for 1896.

I hereby certify that the following nominations have been made to be voted for at the annual election, to be held between November 1st and November 15th.

For Chief Consul.	Peoria, Ill.
Fred Pate,	Chicago, Ill.
L. C. Jaquish,	
For Vice Consul.	Chicago, Ill.
Wm. H. Arthur,	
For Secretary-Treasurer.	Jerseyville, Ill.
Geo. D. Locke,	
For Representative.	Chicago, Ill.
(First District.)	
C. L. Steen,	"
E. M. Newman,	"
C. E. Randall,	"
Arthur I. Black,	"
Thos. F. Sheridan,	"
C. A. Allen,	"
E. S. Marcus,	"
Harry M. Gardiner,	"
Seven to be chosen.	
For Representative.	
(Second District.)	
Henry S. Dixon,	Dixon, Ill.
Sherman T. Kinney,	Aurora, Ill.
One to be chosen.	
For Representative.	
(Third District.)	
Will A. Connelly,	Danville, Ill.
One to be chosen.	
For Representative.	
(Fourth District.)	
Ben. P. Schenck,	Pekin, Ill.
Gus. Kohler,	Galesburg, Ill.
One to be chosen.	
For Representative.	
(Fifth District.)	
John L. Miner,	Peoria, Ill.
M. X. Chuse, Jr.,	Peoria, Ill.
Two to be chosen.	
For Representative.	
(Sixth District.)	
Chas. H. Robinson,	Springfield, Ill.
One to be chosen.	
For Representative.	
(Seventh District.)	
Dr. J. Roy Brown,	Quincy, Ill.
One to be chosen.	
For Representative.	
(Eighth and Ninth Districts.)	
Dr. L. F. Schuster,	Alton, Ill.
One to be chosen.	
Geo. D. Locke, Sec. Treas.	JERSEYVILLE, ILL., Oct. 15, 1896.

3,200—ILLINOIS DIVISION—8,000.

To the Members: The rapid growth of our division from 1,575, January 1st, last, to its present number, 3,200, is a wonderful increase, but we have not yet reached our long-sought-for number, 5,000.

I trust that each and every member of this division will try to send me at least one application by December 1st, and if this is done, we shall pass our expected number, and then begin to strive for the 5,000 mark. Do not delay this matter, but start at once to secure one application. If the members of this division will give me their hearty support, I am confident that we can make the total membership of this division 5,000 by January 1st, thus placing the Illinois Division in fourth place instead of fifth.

A full supply of recruiting literature will be sent any member on application. Sec. Treas. Ill. Div., L. A. W. JERSEYVILLE, ILL., Oct. 14, 1896.

LOUISIANA DIVISION.

John R. Finlay, of New Orleans, is appointed vice consul of Louisiana.

HARRY H. HODGSON, Chief Consul.

NEW YORK STATE DIVISION.

ALBANY, N. Y., Oct. 10, 1896.

W. S. BULL, Esq.,

Sec. Treas., N. Y. State Division, L. A. W.

Sir,—We, the undersigned, members of the third district of the New York State Division of the League of American Wheelmen, hereby nominate HOWARD WATSON of Albany, N. Y., for representative from said third district to the State Board of Officers of the New York State Division, in accordance with Article 5, section 6 of the by-laws of the New York State Division of the League of American Wheelmen.

Eugene J. Haiss 61,813

Chas. Crivast, 73,300

Fred P. Wagner, 53,810

Wm. E. Hoyt, 52,998

John Keegan, 52,368

Frank P. Heusted, 106,020

George H. Mallory, 91,550

Wm. S. Elmdorff, 108,324

James E. Heusted, 130,747

NEW YORK STATE DIVISION.

STOP THEFT—\$25.00 REWARD

will be paid for information leading to the detection and conviction of any person guilty of stealing a bicycle from any member of the New York State Division. By order of the board of officers.

ISAAC R. POTTER, Chief Consul.
VANDERBILT BUILDING, New York, N. Y.

Stolen. A "Victor," 5¹/₂ Model; 56-inch frame; black enamel; 77 gear; upturned handle-bars; rat-rap; pedals; single-tube Victor tires, and has steel rims; number at top of saddle-post 105435; just from factory; good as new. Owner, J. Harvey Johnson, Dudley Observatory, Albany, N. Y. No. 119,717.

NEW YORK STATE DIVISION.

NOTICE OF MEETING—DIVISION BOARD OF OFFICERS. The annual meeting of the Board of Officers of the New York State Division, is appointed to be held in the city of New York, on Monday, Dec. 7, 1896, at 8 o'clock, p. m. Chairmen of standing committee will please prepare official reports for presentation at that time. Exact place of meeting will be announced in these columns at a later date.

Per Order Executive Committee.

I. B. POTTER, Chief Consul.

NEW YORK STATE DIVISION.

NEW YORK AND BROOKLYN MEMBERS.

By the courtesy of the officers of the Society for the Instruction in First Aid to the Injured, I am enabled to announce that the said society will send a physician free of charge to the rooms of the society (105 East 23d street), on payment of the nominal fee of \$1.00 for the full course of five (5) lectures. This fee is charged only to pay the rent of the class rooms.

While the riding of the bicycle is not to be regarded as a sport so hazardous as to require a hospital education on the part of the rider, yet, the information given by this society is of great value to persons engaged in all vocations of life. I hope that the League members in the metropolitan district will appreciate the efforts of this society by their substantial attention. A letter addressed to Mr. Henry H. Truman, Secretary, United Charities Building, 4th avenue and 2d street, New York city, will bring further information.

Fraternally,

ISAAC R. POTTER, Chief Consul.

NEW YORK STATE DIVISION.

To the Officers and Members of League Clubs:

Your attention is called to Article V, section 4 (b) and section 5, of the constitution, which provides for the election of representatives by League Clubs. Only club members who are members of the L. A. W. October 1 are entitled to vote.

Representatives shall be elected annually by League clubs, between the fifteenth day of October and the fifteenth day of November.

A certificate of election signed by the president and secretary of the club must be filed with the secretary-treasurer as provided in Article VIII, section 1 (c).

W. S. BULL,
Sec. Treas. N. Y. State Div., L. A. W.
ROOM 514, VANDERBILT BLDG., NEW YORK, N. Y.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully new lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given eight days to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, Oct. 23, 1896.

Total 5228-70,203.

Over 134,000, ARKANSAS, 1-210.

012 Owens, W. E., box 46, Pine Bluff.

Over 134,000, COLORADO, 3-744.

Unattached.

043 Glaser, Dr. John A., box 199, Alamosa.

4 Preston, R. J., Colorado Springs.

5 Tedrow, H. B., 1550 Pearl, Denver.

Over 134,000, CONNECTICUT, 11-

Unattached.

048 Davis, P. R., 15 Yale st., Bridgeport.

7 Hill, S. H., 87 Myrtle ave., "

8 Hulse, W. J., 65 William st., "

9 Naramore, W., 774 North st., "

000 Tomlinson, W. A., Jr., 279 Fairland ave., "

1 Welton, George C. H., 282 Laurel ave., "

110 W. C. A., "

2 Letts, J. E., 328 Aylm st., Hartford.

3 Hove, of N. E. "

3 Amersbach, James, 74 Pearl, Newark.

Unattached.

4 Bassett, Louis P., 356 Main, Bridgeport.

5 Beers, Hon. A. B., "

6 Chase, Henry S., 129 Grand st., Watertown.

Over 134,000, DISTRICT OF CO-

LUMBIA, 2-320.

Unattached.

067 Moran, W. F., 926 N. Y. ave., N. W.

8 O'Brien, P. L., 720 10th st., N. W.

9 Myers, A. H., ELLENBOIS, 12-3,145.

Unattached.

059 Speed, Miss Elizabeth, Nashville.

060 Young, Miss Florence, "

Unattached.

1 Dunlap, C. J., 574 46 Place, Chicago.

2 Haysplee, Miss Mande M., Hyde Park.

Unattached.

3 Corbitt, F. H., National House, Elgin.

4 Brandel, F. J., box 613, Maywood.

5 Nelson, C. L., box 202, "

6 Robinson, H. C., 129 N. 4th ave., "

7 Deutsch, Louis A., 807 E. Reynolds st., Springfield.

8 Hammerglow, Jos. R., 527 N. 6th st., "

9 Myers, A. H., 5th st., "

070 Pritchett, Chas., White Hall.

Over 134,000, INDIANA, 3-073.

Zig Zag B. C.

071 Comstock, James M., 379 N. East st., Indianapolis.

2 Allan, O. M., 100 So. Capital ave., "

3 Over, R. S., 1st St., "

Over 134,000, KANSAS, 4-746.

Unattached.

074 Bridgman, J. N., 114 N. 5th st., Anshelm.

Over 134,000, KENTUCKY, 4-1,250.

Unattached.

075 Jefferson, Harry, 329 5th st., Louisville.

6 Clark, T. H., "

7 Ashcraft, Harry, Paducah.

8 Vaughan, Horace, "

Over 134,000, LOUISIANA, 18-270.

Unattached.

079 Harvey, Harry, Terrebonne & Tchoup-

tonias st., New Orleans.

080 Schneider, L., 3801 Magazine st., "

1 Over, R. S., 1st St., "

2 Fenner, Chas. Payne, 127 Carondelet,

3 Damero, Frank, 3437 Pryorals,

4 McArthur, Miss Angus L., 405 De-

5 Rebois, Theo. T., 606 Frenchmen st.,

6 McWhan, James, 2211 Annunciation,

7 Le, Ernest, Rayne.

Over 134,000, MAINE, 4-404.

Central W. C.

088 Crockett, L. A., Str. Catherine, Rockland.

Unattached.

089 Howe, W. E., box 8, Cambridge.

090 Tobey, Addison W., box 50, Kittery Point.

1 Patch, Thurston D., box 15, "

- Over 134,000, MARYLAND, 28—1,209.
Monticello C. C.
- 002 Krause, John, 1529 E. North ave., Baltimore
2 Morphy, Albert Joseph, 803 E. Eager st.,
3 Smead, J. W., 1613 E. Eager st.,
4 North Ave. Club.
5 Fates, J. H., 727 E. Preston,
Savannah Cycle Club.
6 Flucker, H. Earle, Maryland Hotel, Annapolis
7 Tartere, Morgan Oliver, 101 Prince
George.
8 Smith, E. B.
9 Frosting Cycle Club.
9 Haverstick, R. Graf, 3 Front ave.,
Frostburg.
Cuttachad.
- 000000, John C., 62 Main st., Annapolis
1 Brooke, Samuel, Jr., Murray Hill,
2 Berger, Miss Hilda, Station G, Baltimore
3 Boyd, David, 2605 Bank st.,
4 Buchman, Robert H., 944 No. Fayette
st.,
5 Childs, Wm., 1406 E. Biddle st.,
6 Fisher, John S., 9 E. Biddle st.,
7 Hopkinson, R. Merrill, M. D., 5 W.
Saratoga.
8 Herring, Edwin F., 255 W. Hoffman,
9 Hines, John, 1406 E. Biddle st.,
10 Lohmeyer, Wm. H., 734 Carrollton ave.,
11 Lauterbach, A., 1228 E. North ave.,
12 McKell, Leonard L., 222 St. Paul st.,
13 McKell, Leonard L., 109 East Baltimore,
14 Rothman, Saul, 1320 No. Fenway st.,
15 Ziegler, Oscar G., box 61,
Penne, Rev. M. A.,
2 Hays, F. J.,
3 Smith, Chas. E.,
9 Mason, Chas. E., Morris st.,
Over 134,000, MASSACHUSETTS, 27—
9,442.
M. & W. R. C.
120 Storer, Albert, 419 Wash. st., Boston
1 Saxe City W.
1 Christie, R. S., 183 Main, Boston
2 Nelson, A. F., 145 No. Warren ave.,
Newburyport B. C.
3 Shattuck, W. Walter R.,
Unattached.
4 Hollander, Louis P., 800 Beacon, Boston
5 Lowe, Edith, N. E. Conservatory,
6 Daniels, Geo. C., 125 C. St.,
7 Daveport, Edward M., 180 Summer st.,
8 Taylor, Wm. P., 106 Warren st.,
9 Hobbs, Charles Morrill, 17 Albion st.,
120 Brown, Casper M., 15 Hilton pl.,
Cambridge
1 Bartlett, Horace S., 1712 Mass. ave.,
2 Frank, Walter P., 18 Perkins Hall,
3 Spivey, Willis B.,
4 Lawrence, Mrs. James,
5 Harris, W. F. (P. O. London & County
Bath, Oxford, England),
6 Doley, Charles E., 41 Clayton,
7 Nordstrom, Dr. C. Maria, 47 Wash. st.,
8 Hapgood, Herbert W., 94 Prospect,
Marlborough
9 Wett, David, 215 Gold st., Boston
10 Baker, Judah W., box 60, South Dennis
11 Pitt, Charles F., 124 King st., Springfield
12 Fales, George A., Conning st., Walpole
3 Bartlett, S. K., box 568,
Webster
4 Newcomb, Henry, 69 Woburn st.,
West Medford
5 Olds, Frank W., box 236,
Williamstown
6 Clifford, H. W., P. O., Worcester
Over 134,000, MICHIGAN, 42—1,010.
W. M. C. A. W.
107 Russell, John A., 1213 No. Van Buren
st., Bay City
1 Chapin, W. W., 291 Hancock ave.,
Westland
9 Day, Geo. W., 77 Hazel,
Detroit
150 Helwig, W. J., 342 Chempain st.,
151 Helwig, James, 123 Jefferson st.,
2 Perry, Henry E., 411 High st.,
3 Shattuck, D. W., 19 Gr'd River ave.,
4 Buckley, Edw. T., box 717,
Bay City
5 Hyde, Miss M. A., 4 Wash. ave.,
6 Webster, C. N., 710 Wash. ave.,
7 Brownson, Will T., 1008 N. Monroe st.,
8 Lange, Samuel P., 615 Center ave.,
9 Caldwell, H. H., 100 E. Court,
10 Walters, Fred, 106 So. Madison,
11 Strivinger, G. W., 58 State st., Detroit
2 Bowen, W. A., Phoenix Farm Co.,
Grand Rapids
3 Baxter, Alfred, 65 Monroe st.,
4 Crow, D. A., 97 Ottawa,
5 Coggett, W. E., care Herald,
6 Chappell, G. W., 80 East st.,
7 Fike, Chas. W., 41 Lincoln st.,
8 Fike, Harry H., 91 Hastings st.,
9 Fike, Charles L., 10 E. Court,
170 Fairbairn, W. H., 166 1st ave.,
1 Gallagher, Chas. F., Dean Printing Co.,
2 Heffernan, George, 95 Monroe st.,
3 Jurek, B., Studley & Jarvis,
4 Lee, F. M., 245 Turner st.,
- 5 Leonard, Frank W., 63 Pearl st.,
6 Gloman, E. A., 19 Lyon st.,
7 Marsman, C. W., 97 Ottawa,
8 Methison, F. H., 8 Lyon st.,
9 Muir, Jas. D., 49 Lyon st.,
10 North Ave. Club, 49 South Union,
11 Onderdonk, F. A., 6 Pearl st.,
2 Richmond, Ira, 103 Terrace ave.,
3 Richmond, Geo. F., 103 Terrace ave.,
4 Ramsdell, J., 96 Pearl st.,
5 Studley, Elbridge G., 64 No. Prospect
st.,
6 Tullist, John F., 1209 Jefferson ave.,
7 Vaner, Perry, 105 Ottawa st.,
8 White, Lydia M., 438 Fountain st.,
Over 134,000, MISSISSIPPI, 1—48.
180 Stanley, Cullen E.,
Over 134,000, MISSOURI, 10—2,153.
1 Crawford B. C.
190 Golding, I., 4158 Wyoming st., St. Louis
1 Mueller, O. G., 303 West Stein,
St. L. C. C.
2 Briar, R. K., 2833 Wash. st.,
3 Billingsley, Garth, Scudder Grocer Co.,
Unattached.
4 Krueger, Louis A. H., 515 B'dway,
5 Fincklenberger, Ben, 100 Broadway,
6 Cote, Geo. J., Laclede b'dg.,
7 Foley, W. T., 3125 A. St. Vincent ave.,
7 Robertson, Chas. C., 309 No. Third,
8 Tammann, Harold H., 2300 Lafayette
ave.,
9 O'Reilly, Archer, 602 No. 17th st.,
Over 134,000, NEBRASKA, 2—407.
2 Unattached.
200 Abbott, John W. C., Miller Loomis
Block, Fremont
1 Ellick, Frank I., Jr. F. & M. Nat'l Bk.,
2 Gulmar, Fred, 515 Williams st., Omaha
Over 134,000, NEW HAMPSHIRE, 2—
352.
3 Eater, B. C.
203 Dow, Irving, 85 Broadway, Easter
Unattached.
4 Mason, Wallace L.,
Over 134,000, NEW JERSEY, 17—
4,537.
Owl Bl. Club.
205 Deane, Geo. F., box 100, Bordentown
1 Busen, Mrs. C. G.,
6 Ely, William F., Hudson Bl'vd & Dun-
can ave., Jersey City
1 Kess, H. Club.
7 Thomas, Lemuel, 1024 Broad st., Newark
10 Moudale, Rev. G. C., Milton ave., Rahway
Cuttachad.
6 Bowler, Ralph R., 129 No. Virginia
Atlantic City
210 Higgins, Dr. J. H., 36 E. 49th st., Bayonne
1 Davis, Wm. C., 411 South 6th st., Camden
2 Golding, James E., 44 Linden ave.,
Jersey City
3 McGeeville, Mrs. C. Jessie, 255 Fairmount
Jersey City H'ts
4 Smith, Miss Gertrude M., 62 So.
Fairlee ave., Montclair
5 Dilworth, J. Dale, Salem
6 Stevens, Dr. Frederick W., 568 Broad
Newark
7 Arnold, Wm. B., M. D., 440 Main st.,
Orange
8 Wells, H. Raleigh, box 104, Pompton Lakes
9 Wells, Horace L., box 104,
220 Lovell, Walter, 61 Brown Hall, Princeton
1 Lawton, Lewis H., 452 Hamilton ave.,
Trenton
Over 134,000, NEW YORK, 172—
10,555.
1000 Leagus W.
222 Palmer, Henry L., 575 St. Marks ave.,
Brooklyn
1 Cortelyou, B. C.
3 Meyer, Henry A., 345 Newkirk ave.,
Yamoose
4 Carley, P. J., 4th ave. & 60th st.,
5 Clegg, William H., 746 3d ave.,
J. C. Bonds ave.,
6 Nicholson, W. C., 344 Flatbush av.,
V. P. Falcon W.
7 Griffiths, B. Franklin, 72 Hroos st.,
Whiting Derbies
8 Arnold, T. L., 105 Montague st.,
9 La Masse Eugene, 235 Cumberland,
Greater N. Y. B. C.
230 Davis, Fred W., 30 Sen. st.,
Prusa C.
1 Murdock, Edward R., Lee Holland & Co.,
Buffalo
Century Wheelman.
2 Drake, A. F., 169 West 74th st., New York
Mecca Whim.
3 Kellogg, Andrew H., 409 Pearl st.,
Harlem Wheelman.
4 Conradi, Frank, 35 East 19th st.,
W. F. D. C. C.
5 Heiner, Louis, 314 W. 25th st.,
- Cyclist Touring Club.
6 Seman, Louis L., M. D., 15 West 81st
Prusa C. C.
7 Thompson, Edwin W., 54 Rowley st.,
Rochester
Troy B. C.
8 Shook, Fred K., Gardner Stone & Co., Troy
Unattached.
9 White, Frank, box 302, Albany
210 Robt, George A., 89 Elm st.,
1 Barber, Le Dwight L., Ardsley on Hudson
2 La Due, Chas. A., 98 Chensago st.,
Binghamton
3 Reimund, Herbert J., 82 Main st.,
4 Latham, D. N., Main st.,
5 Albee, Chas. E., 906 Fulton ave., Brooklyn
6 Harkness, Miss Lida, 140 State,
7 McKenna, Charlotte G., 36 Duane st.,
8 Shendell, Sol., 75 Jorismen st.,
9 Schenck, Herbert D., M. D., 241
Melanough.
250 Napier, Mrs. A. H., 179 Harrison st.,
1 Harri, Frank E., 308 Prospect Place,
2 Clark, Noah, 142 Franklin st.,
3 Callaghan, Miss Ade, 596 Fifth st.,
4 Eldred, Geo. F., 278 Van Buren st.,
5 Fincklenberger, Ben, 100 Broadway,
6 Field, Isaac B., 370 Prospect place,
7 Gramsen, H. Jr., 407 Jefferson ave.,
8 Hogeboom, Chas. F., Jr., 92 Seventh
ave.,
9 Hobert, Chas. W., 373 Fifth st.,
260 Kerrigan, M. J., 124 Buffalo ave.,
1 Lyons, William T., 268 De Kalb ave.,
2 Ministry, Charles, 676 De Kalb st.,
3 Muhlet, Mex., 500 Hoebing st.,
4 Ober, Frank S., 710 Union st.,
5 Poole, Thomas H., 40 South 4th st.,
6 Roden, H. R., 628 Madison st.,
7 Stewart, Nelson, 94 Seventh ave.,
8 Taylor, Wm. C., 4 Keap st.,
9 Whittingham, H. H., 30 Hanson place,
270 Warner, Charles E., 147 Pacific st.,
1 Wassel, Frank H., 226 Keap st.,
2 Argue, Elizabeth, 347 Humboldt Pkys.,
Buffalo
3 Brown, Mrs. F. C., 3021 Main st.,
4 Patch, Maurice R., 1 Austie st.,
5 Hewitt, Herbert, box 84, Dobbs Ferry
6 Cline, Chas. J.,
7 Culver, Austin J., East Hampton
8 Gerity, C. R., 258 Baldwin, Elmira
9 Thomas, Will S.,
280 Brew, Elmer, 43 Monroe st.,
1 Burgess, May G., box 443, Herkimer
2 Manning, A. J.,
3 Mulachy, John E.,
4 Nolan, Thomas, 5 Pearl st., Johnstown
5 Quigley, R. W., box 206, Gothen
6 Westbury, Raymond E., Hemlock Lake
7 Hertwell, Chas. E., 639 Third st.,
Lansingburgh
8 Rodman, G. H., 846 Boulevard,
Long Island City
9 Woodruff, C. Curtis, 145 12th st.,
290 Clift, Chas. C., 296 Prospect st.,
1 Imann, Leverett L., box W., Mattawan
2 Edmond, F. M.,
3 Cookins, Chas. E., box 136,
Rhodes, Irving H., Mabbett st.,
Mechanicville
5 Neuhaus, Lillie, 109 Primrose ave.,
Mt. Vernon
6 Glies, James H., 273 Rich ave.,
7 Bennett, G. M.,
8 Han, William R., 408 W. 25th st., New York
9 Brattstrom, Per, 347 West 81st st.,
300 Crist, Ambrose G., 15 East 90th st.,
1 De Mott, C. M., 714 West 56th st.,
2 Duryee, Harry B., 214 West 103d st.,
3 Goldfinger, Miss R., box 55,
4 Rabling, Theodor, 607 2d ave.,
5 Riederer, Emil J., 145 West 94th st.,
6 Thompson, Miss E. K., St. Lakes
Hospital,
7 Thayer, Mrs. J. L., 145 West 69th st.,
8 Zerega, Theodore C., 357 Fifth st.,
9 Archibald, Edgar S., 24 East 49th st.,
310 Norton, S. S., 115 Produce Exchange,
1 Sperling, Herman I., 211 W. 45th st.,
2 Busse, Geo. J., 22 White,
3 Parrot, Henry C.,
4 Brier, Stewart, Knickerbocker Club,
5 Brewster, Henry C., 50 East 29th st.,
6 Bloomberg, Miss Peshe D., 50 East 25th
st.,
7 Clark, W. L., 136 Liberty st.,
8 Cunningham, John J. C., 179 West 79th
st.,
9 Dremser, D. LeRoy, 55 White,
320 Dean, C. R., 44 Broad,
1 Evans, C. F., 22 White,
2 Elmer, A. R., 77 W. 12th st.,
3 Eckerson, Frank L., 99 Nassau st.,
4 Frankenberg, A., 142 East 74th,
5 Frankenberg, Dr. J. L., 142 East 74th,
6 Glastetter, George C., 56 Pine st.,
7 Hirsch, Louis, 154 East 103d st.,

8 Hecht, Sam L., 56 Walker st.,
 9 Hutchinson, George, 100 East 29th,
 330 Hermann, Edward, 207 East 73d st.,
 1 Ireton, Edward N., 34 Nassau st.,
 2 Lawas, W., 307 West 82d st.,
 3 Leung, Paul, 351 East 34th st.,
 4 Lee, J. C., 248 West 127th st.,
 5 Moran, Wm. J., 50 Wall st.,
 6 Mayer, Isaac, 126 West 131st st.,
 7 Morgan, Richard J., 155 West 45th st.,
 8 Norman, E. F., 339 East 25th st.,
 9 Randolph, Wm. W., 60 Broadway,
 340 Redding, Mrs. H., 140 West 64th st.,
 1 de Rham, H., 445 West 100th st.,
 2 Smith, Henry A., 448 West 44th st.,
 3 Sullivan, J. Frank, 10 East 47th st.,
 4 Stinson, Miss M. A., 14 West 48th st.,
 5 Vaughn, G. A., 316 Broadway,
 6 Waltsfelder, Albert S., 215 West 130th st.,
 7 Weston, Mrs. Theodore, 14 West 48th st.,
 8 Dunlevie, E. V., 24 Hutton, Olean
 9 Godden, W. F., 38 Front st., Board-
 manville,
 350 Hooker, Geo. W., 134 4th st.,
 1 Mills, W. H., box 73,
 2 Wilcox, Henry, 60 Front st., Port Jervis
 3 Witschiel, Graham, box 832,
 4 Igham, Warren R., Porters Corners
 5 Dutton, M. O., 1 Marshall st., Poughkeepsie
 6 Bishop, E. W., Rochester
 7 Brown, E. L., 311 Troup st.,
 8 McHugh, James J., 92 Hickory st.,
 9 MacDiarmid, Jas. D., 73 South Union,
 300 Nevil, Hugh, Jr., 20 Harvard st.,
 1 Van Arsdale, E. A., 290 Alexander st.,
 2 Beasbale, Mrs. Charles U., 73 Seventh st.,
 3 Bradshaw, Charles, 48 South Pittsburgh st.,
 4 Doran, Chas. R., 33 ave. B., Vick Park,
 5 Ford, Richard T., 9 East ave.,
 6 Ford, Thomas W., 9 East ave.,
 7 Getman, L., 241 Main st.,
 8 Glendon, Charles J., 346 West ave.,
 9 King, John E., 153 Pearl st.,
 370 McChesney, C. H., 249 Powers bld'g,
 1 O'Neill, Miss Nora, 197 South Pittsburgh st.,
 2 Petas, W. A., 45 Marshall st.,
 3 Quick, Mrs. C. S., 175 Pearl st.,
 4 Smith, George H., 514 Wadsworth bld'g,
 5 Stace, W. A., 82 State st.,
 6 Vick, Joseph S., 20 Garmon ave.,
 7 Williams, Mrs. John M., 129 South Pittsburgh st.,
 8 Williams, John M., 129 South Pittsburgh st.,
 9 Williams, John M., 129 South Pittsburgh st.,
 9 Laro, Joseph E., 77 St. Mary's ave.,
 380 Howe, Dr. W. J., Rose Bank
 1 Hoyer, Henry, Jr., 629 State st., Schenectady
 2 Wemple, Earle B., 508 Union st.,
 3 Alcorn, W. C., 1218 West Onondaga, Syracuse
 4 Green, Douglas N., 113 E. Water,
 5 Wheatley, Thomas, 155 W. Newell st.,
 6 Gorman, Robert, Jr., Wading River
 7 Cruikshank, W. M., West Point
 8 Ruedberg, W. R., Jr.,
 9 Voyer, Louis,
 300 Welborn, L. S.,
 1 Adams, Granger,
 2 Van Alstyne, Louis J., Webster
 3 Wilmer, Chas.,
 Over 134,000, NORTH CAROLINA, 1-5-1912.
 Athletic Cyclers.
 394 Harvey, William C., 1809 Mariposa st., Fresno
 Unattached.
 5 Keables, Thos. A.,
 6 McCarty, B. J.,
 7 Ferguson, Walter, 355 J. st., Fresno
 8 Morris, Violet, Gr'd Cen. S. Laundry,
 9 Munger, A. L., box 964,
 400 Cook, Romano M., St. Helena
 Over 134,000, NORTH CAROLINA, 1-5-1912.
 Unattached.
 401 Horne, W. W., Fayetteville
 Over 134,000, OHIO, 5-2-24.
 C. B. C.
 402 Nieman, Arthur, Hackberry & Dexter
 ave., Walnut Hills, Cincinnati
 3 Telford, W. H., 13 W. 4th st.,
 Unattached.
 4 Shocwell, T. G., 19 Norfolk bld'g,
 5 Hayward, Albert Wilson, East Main bld'g,
 6 Chapman, George, 123 West Main Cross
 st., Findlay
 Over 134,000, OREGON, 1-30-1.
 Pendleton C. C.
 407 Wade, C. B., Pendleton

Over 134,000, PENNSYLVANIA, 6-1-1912.
 20th Century W.,
 408 Hook, Frank H., 39 Mechlin st.,
 Harrisburg W. C., Germantown
 9 Boss, John S., 703 No. Third st., Harrisburg
 410 Greesang, John S., 276 Briggs st.,
 Homestead Cyclers,
 1 Jamison, James, 13 st., Homestead
 2 John, J. L., box 15, Millville
 Tens W.,
 3 L. D., 2044 Cherry st., Philadelphia
 4 Wink, Lloyd, 1910 Camac st.,
 Fairhill W.,
 5 Boyer, Thos. H., 323 W. Lehigh ave.,
 6 Hixon, Thos., 2527 Murtter st.,
 Pierce C. C.,
 7 Waite, Henry F., 2401 E. York st.,
 Monongahela B. C.,
 8 Fleming, Williamson, box 129, Pittsburg
 Unattached.
 9 Daron, Chas. E., 1124 8th ave., Altoona
 429 Herron, W. A., 373 Craig st., Allegheny
 Heilke, C. G., Bloomsburg
 2 Leiger, Dr. A. J., Danville
 3 Fadden, M. F., Main st., Dickinson City
 4 Myers, Ira S., Lafayette Coll., Kanton
 5 Hadenbough, S., 20 College Hill,
 6 Longshore, Ray C., Germania
 7 Stroele, Geo. W.,
 8 Brock, H., Steiner ave., Germantown
 9 Phillips, F. Bennett, 224 West Walnut
 Lane,
 430 Jones, Paul, Hathor
 1 Watson, J. M.,
 2 Lalor, W. F., Main st., Hughesville
 3 Hoffman, C. G., Huntington Valley
 4 Coyne, C. J., McKees Rocks
 5 Gallagher, H. P., Malvern
 6 Bennett, William, 128 Chestnut st., Philadelphia
 7 Fox, Thomas R., 131 So. 4th st.,
 8 Knapp, Dr. Geo. F., 733 No. 34 st.,
 9 Masland, F. E., 2035 E. Allegheny ave.,
 440 Masland, C. W., Amber & Westmoreland st.,
 1 McConnell, John H., Union, Pa. Penn.,
 2 Oldham, Jas. A., 1942 No. 4th st.,
 3 Coster, W. H., 6047 Tulip st., Tacony,
 4 Blood, Wm. Otto, 401 Market st.,
 5 Knapp, Dr. Chas. H., 1201 So. 34th st.,
 6 Elwyn, Thomas L., 300 Walnut st.,
 7 Ezzel, David, 113 No. 5th st.,
 8 Francis, Miss Vida, 1732 Main st.,
 9 Greforge, John T., 3246 Sanson,
 450 Hays, Joseph, 1435 Chestnut st.,
 1 Holman, Wm. K., 120 N. 19th st.,
 2 Holman, Miss Louise K., 120 N. 19th st.,
 3 Holman, Wm. A., 1222 Arch st.,
 4 Getz, Geo. D. Selon, 3298 Powelson ave.,
 5 Kugler, Horace F., 1771 Newick st.,
 6 McCloy, Chas. E., 18 No. 19th st.,
 7 McDonough, Frank M., 400 Walnut st.,
 8 Miller, Theo. F., 1906 Park ave.,
 9 Mulhern, Rev. P. H., 1433 Poplar st.,
 460 Maul, A. J., 2113 W. Danpine st.,
 1 Meigs, Alex W., 1208 Walnut st.,
 2 Reib, Stephen E., 425 Chestnut st.,
 3 Sachse, Albert F., 457 Chestnut st.,
 4 Smith, William A., 2048 Bainbridge st.,
 5 Stahl, B. Franklin, M. D., 1502 Arch st.,
 6 Sheffer, Henry C., Editorial Rooms,
 Public Ledger,
 7 Thompson, Chas. H., Broad & Wallace st.,
 8 Wilcox, Montgomery, 1811 Walnut st.,
 9 Warford, Theodore M., 2456 Elmworth st.,
 470 Wisner, Samuel, 2421 No. 6th st.,
 1 Wright, Spencer D., 1017 No. Front,
 2 Bronson, H. O., 3845 Havard ave.,
 3 Breder, Mrs. L. Howard, 7 South 21st st.,
 4 Woodgood, Wm. L., Beane bldg.,
 5 Birnbrauer, Herman, 2439 Carpenter st.,
 6 Davis, A. Elton, 1708 Tingo ave.,
 7 Deane, Dr. A. W., 1516 Locust st.,
 8 Eichenhardt, Miss Florence, 3101 Diamond st.,
 9 Furb, Emanuel, 1103 Chestnut st.,
 480 Henderson, John J., 3401 No. 17,
 1 Hall, P. Randolph, 1819 Bouvier ave.,
 2 Kirk, Chester H., 1215 Filbert st.,
 3 Liversett, Frank, 1418 Girard ave.,
 4 MacHugh, Dr. J., 1527 Columbia ave.,
 5 Pitt, C. C., 603 Brown st.,
 6 Perret, Eugene, 222 Jacoby st.,
 7 Wallace, Harper, 2405 North 6th st.,
 8 Greenwood, J. F., 1911 E. Allegheny ave.,
 9 Brown, Chas. E., 3d st. & Penn ave.,
 490 Jenkins, Geo. W., Lincoln & Apple ave.,
 1 Chapman, Mrs. John B., 5625 Margata st.,
 2 Schoen, W. H., Jr., box 113,
 3 Kirkpatrick, J. R., 707 Madison ave., Scranton

4 Wade, Chas. E., 540 Quincy ave.,
 5 Callen, Henry, 140 Linden st., Scranton
 6 Gleason, C. E., 1000 1/2 St. David
 7 Gleason, E. P.,
 8 Bartram, Edwin C.,
 9 Gudge, Martin C.,
 500 Gudge, Martin C., Wallingford
 1 Lloyd, Thomas A., 4183 Ledy ave.,
 Over 134,000, RHODE ISLAND, 6-1-1912.
 Elmwood W.,
 502 McAulian, Wm. A., 544 Elmwood ave.,
 Narragansett W.,
 3 Bonnell, M. J., 157 Orange st.,
 4 McIntyre, John F., Quard st.,
 5 Unattached,
 5 Jeffers, Miss Senora, 20 Stear st.,
 6 Howard, Charles T., Pawtucket
 7 Clefield, Frank W., 161 Weybosset st.,
 Providence
 Over 134,000, SOUTH CAROLINA, 6-4-1912.
 Redlands C. C.,
 508 Burrage, W. L., box 450, Redlands
 9 Harbison, Fred,
 510 Kitching, Chas. A.,
 6 Kitching, Chas. A., box 68,
 1 Grace, L. C., box 419,
 3 Lienna, C. W., box 419,
 Over 134,000, TEXAS, 5-12-1912.
 514 Conway, J. C., Cleburne
 5 Gray, Thos.,
 6 Kitching, Chas. A., 1020 Spring,
 7 Powell, M.,
 8 Mercury W. C.,
 8 Kiser, A. J., Texarkana
 Over 134,000, VERMONT, 1-1-12.
 Unattached.
 519 Rich, Harvie M.,
 Over 134,000, VIRGINIA, 11-1-1912.
 1 Laps, Cecil L., 110 No. 5th st.,
 2 Williams, S. B., box 85,
 3 Edwards, A. D., 18 West Grace st.,
 4 Nolan, Preston W., 1422 E. Main st.,
 5 Plinski, L. W., 11 West Grace st.,
 6 Quinn, J. E., 105 E. Broad st.,
 7 Stone, R. J., 15 Reservoir st.,
 8 Steneker, J. E., 218 No. 3d,
 9 Taylor, R. W.,
 520 Neibler, B., box 506, Newport News
 Over 134,000, WASHINGTON, 31-23-1912.
 Hoquiam C. C.,
 531 McMillin, John, Hoquiam
 2 Atkinson, J. M. E., Boston block, Seattle
 3 Bragdon, Jr. H. E., Starr Boyd bld'g,
 4 Chibberg, Eugene, 1000 Spring,
 5 De Carteret, William, 410 Occidental
 6 Dunn, A. G., Rainin-Grand Hotel,
 7 Foreman, C. L., 315 Windsor st.,
 8 Gifford, C. K., 164 Eastlake ave.,
 9 Heinzelinger, A. W., 1st Nat'l Bank,
 540 Junker, J. N., 706 Front st.,
 5 Knight, Henry W., 1500 Warren ave.,
 2 Klobner, John R., 24 st.,
 3 Park, Geo. H., 323 Republican st.,
 4 Sullivan, B. R., Post Office,
 5 Threlke, C. F., 600
 6 Ward, Thos. J., 2926 2d ave.,
 Tacoma C. C.,
 7 Deminghouse, A. Jr., Tacoma Mill Co., Tacoma
 8 Dietrich, J. L., 2810 Yakima ave.,
 9 Halsted, E. Irving, 738 Pacific ave.,
 550 La Farge, Geo. V., 1408 So. 40th,
 1 McNeely, William A., 738 Pac. ave.,
 2 Lindlow, J. H., Str. Garland, Yeater
 9 Wharf,
 3 Jackson, Oils C., 624 So. 1. st., Tacoma
 4 McMillan, T. F., 931 C. st.,
 5 McLean, A. R., 931 C. st.,
 6 Hendrick, E. F.,
 7 Bradley, William R., 1511 Pacific ave., Tacoma
 8 Foster, Harrison G., box 85,
 9 Foster, John B., 322 N. Prospect st.,
 560 MacLean, Thos. R., Halfour Gathrie Co.,
 1 Smith, Ralph R., box 141,
 Over 134,000, WISCONSIN, 2-1-1912.
 Unattached.
 562 Graham, Ma., Milwaukee
 3 Donnelly, Norman S., Beebe Mfg. Co.,
 Over 134,000, SWITZERLAND, 1-1-1912.
 Unattached.
 564 Wice, Martin F., Chateau de Laury, Geneva
 NEW LEAGUE CLUB.
 748 Ypsilanti League Wheelmen, Ypsilanti, Mich

QUERIES AND ANSWERS

No. 0000:—We regret you are not old enough to join the L. A. W., but the constitution says applicants for membership must be eighteen years of age. "All things come to him who waits." You'll be old enough to join by and by.

No. 90,413:—The lamp should be removed from a bicycle before putting it in a baggage car.

C. A.:—We are happy to say that a hotel that treats wheelmen just as though they were real human beings has ceased to be a curiosity. There are several of them in the United States today, and the number is rapidly increasing. The ones that do not treat wheelmen properly have become the exception, and it is to these we now give our left-handed compliments.

B. J. M., Newark:—Many wheelmen, like yourself, write us that they go out of their way to favor the Central R. R. of New Jersey and other roads that carry wheels free and do all they can to merit the patronage of cyclists. It certainly must *pay* the road you speak of.

E. O. W.:—The cover of last week's issue of the L. A. W. BULLETIN was printed in royal purple ink. Get a shade of ribbon to match it, and you will have the League's official color.

ADALINE:—There is no fixed rule regarding which seat on the tandem a lady should occupy. The subject will be treated at length in the next issue of the L. A. W. BULLETIN.

ORLANDO:—Make the candidate who is seeking your club's endorsement say in writing that he will use all just means to further Good Roads legislation if he is elected.

N. B. P.:—Tandems promise to be even more popular next year than this.

MANUFACTURER:—The cycle shows of the coming winter promise to be of greater magnitude than any previously held. The chief ones as announced are as follows:

Stanley (London)	November 20-28
National (London)	December 4-12
Salon du Cycle (Paris)	December 12-27
Manchester	January 2-9
Dublin	January 16-23
Glasgow	January 23-30
Chicago	January 23-30
New York	February 6-13

SEND stamp for L. A. W. Puzzle.



To Scorch

OR

But when they saw the graceful pose
Assumed by men of culture,
To say to scorchers and all those
"Sit natural, now, why don't cher."

"Birds of a feather flock together."
But they're tough old birds if they flock this weather.



Not to Scorch

S. J., of New York, writes:—"A few days since, a friend and myself were belated in reaching the city after a trip in the country, and having no lanterns, were afraid of running against the law by riding after dark without lights. A convenient toy store furnished us, with Chinese lanterns at five cents apiece, and with these on our handle-bars we were safe, as they could be seen more than two hundred feet. To anyone similarly caught, I would suggest, however, that he get the candles from a grocery store, as the toy-store candles are no good."

Highway Sorrows.

Each hard, steep hill
Is a highway ill
That the horse must struggle over;
But when grades are right
Then the load seems light
And the horse is right in clover.

HE, who with well-feigned piety his evil purpose cloaks
'Neath garments made of sack-cloth is a sack-religious hoax.

THE illustration on the front cover-page of this issue of the L. A. W. BULLETIN is a reproduction from a photograph of a highway and bridge near Cornplanter, Penn. The photograph was taken by C. F. Mapes, of Mapes, N. Y., during a summer outing.

They Agree With Byron.

"Happiness was born a twin,"
Say those who on a tandem spin."

WHEN a "high roller" gets his "skates" on are they roller skates?

WHAT HAS MADE
SINGLE-TUBE TIRES
FAMOUS?

HARTFORD TIRES

OF COURSE.

Whenever you think of single-tube tires you connect them with the name Hartford.

The public do likewise



THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCH HOUSES:

100 Chambers St., New York

136 Lake St., Chicago

910 Filbert St. Philadelphia 8 Queen St., E. Toronto, Ont.

281 First Ave., South, Minneapolis, Minn.

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which is soldered, if you use the

**Elliott Non-Corrosive
Soldering Fluid**

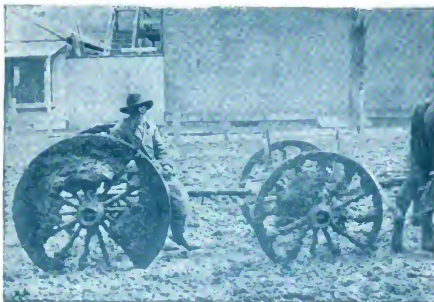
In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint	.60

Testimonials from many large concerns if you ask for them. Sample by mail, 10 cents.

• • •

ELLIOTT CHEMICAL WORKS,

NEWTON, MASS.



THE ULTIMATUM.

They ain't no use o' talkin', I've held out agin the few
That 's tried to fix the highways till they've changed my mind; I'm through
Opposin' legislation that 'll help to build a road
Where, be the weather wet or dry, a horse kin haul a load.
We've "worked" the roads an' yet they've been a-growin' 'worse fer years
Till now a span kin only pull a wagon's runnin' gears;
It ain't worth while a tryin' fer to haul my grain to town
Along a road so mighty soft a duck would mire down.

It ought to be an easy matter
for gardeners to get a slip from
the banana plant.

Fix the roads and the vehicles
won't need fixing.

The narrow tire
Itself doth mire.

The middle of the road should
be the best.

Every side-path is a protest
against poor roads.

The reason why most parents
punish their children is because
the parents are larger and much
stronger than the children are.

For climbing a high grade a
high-grade wheel is best.

The school books say the short-
est days of the year are just before
Christmas, but the pocket-books
know they come just after.

Will the press never tire of
chaffing the Kentucky Kernels.

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN
OF THE LEAGUE OF
AMERICAN
WHEELMEN.

"The Road is a
creation of man
and a type of
civilized
society."

Vol. XXIV.

Boston, October 30, 1896

Number 18



O, PERFECT road, so good and fair,
Would that you reached to everywhere!

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter

Price, 5 cents.

PAID CIRCULATION, 68,951.

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Baby
will be
plump
and
strong
if mama
will
but
take
Pabst
Malt Ext.
The
"Best"
Tonic

THE ART OF
BREWING WAS
DEVELOPED BY
THE GERMANS

KUHNERT BEER IS
FAMOUS, PABST
HAS MADE IT SO

"Turtle Neck" Sweaters

are the correct kind for men and boys
for all sorts of out-door work or sports.
We have an assortment of colors and
qualities that is not equalled in any other
store — not at prices elsewhere so low



Boys' "Turtle Neck" Sweaters,
all wool, at **\$2.00**

Boys' "Turtle Neck" Sweaters,
fine worsted, at... **\$3.25**

Men's "Turtle Neck" Sweaters,
all wool, at **\$2.50**

Men's "Turtle Neck" Sweaters,
fine worsted, at... **\$3.75**

Do not hesitate to order by mail!
If the goods are not what you expect,
we will promptly refund the money.
Mention size and color desired.
At the above prices the sale will be rapid, so order at once.

STRAWBRIDGE & CLOTHIER,

DRY GOODS ... PHILADELPHIA.

CORRESPONDENCE

HARE AND HOUNDS.

EDITOR L. A. W. BULLETIN:

Dear Sir, — A week or so ago you had an article about bicycle "Hare and Hounds." As played in Switzerland, at Vevay, very successfully, a few simple rules only were found necessary. Two hares were chosen always — one a man, the other a woman. For a ten-mile run they were given a start of ten minutes; for twelve miles, twelve minutes, etc. Each hare carried a bag of paper scent, to scatter along the route, and not at cross-roads only, it being allowable to scatter false scent along a turn of the road. Among the hounds the rule was found necessary that a woman must always lead, though not necessarily the same one throughout the course. This is to prevent a few scorchers too far outstripping the pack.

At the first meet a few ladies, only, entered, but at each subsequent meet throughout the season a large number competed, and each was very successful.

I have never known it tried, but have often thought an old-fashioned tournament could be managed effectively on bicycles: the contestants carry-

ing lances, and it being sufficient to dismount one's opponent in the tilt, while retaining one's own seat.

No. 85,597.

ÆOLIAN HARPS.

EDITOR L. A. W. BULLETIN:

In answer to your Philadelphia correspondents and other wise men in your last issue, would say, we do not find that these few rubber bands cause any scare among horses in our vicinity, having ridden one very windy day last week a machine so trimmed without noticing a horse that even turned his head to look as we passed by, but perhaps in such a lively, high-strung city as Philadelphia the horses are taken wild from the plains without having been broken.

It seems to me that wheelmen, above all others, should have some toleration, for the time has hardly gone by since narrow-minded people called them hard names for simply riding the new fangled vehicle. Such words as "fool," "fit inmates for an asylum or jail," are the last words one wheelman should call another for merely doing what he happens not to do himself.

HAVERHILL, MASS.

No. 130,008.

RULE OF THE ROAD.

EDITOR L. A. W. BULLETIN:

The writer of the article from the "Rider and Driver," referred to in a recent issue of the L. A. W. BULLETIN, cannot have given "the rule of the road"



Humber 1897 Prices...

There are now made in America cycles of cheap, medium, high grade and HUMBER QUALITY.

In order to forestall any misunderstanding, perversion or falsification of the following announcement, we now state definitely that we have less than three hundred 1896 Humber's in stock.

It is well known, in respect of all the mechanical art, that the quantity of goods manufactured by skilled hand labor is materially increased as workmen continuously week after week and month after month duplicate the article upon which they work. Because our workmen, through familiarity gained by their experience during the past season in the making of parts of our 1896 models, can, therefore, now make the same parts faster and, consequently, cheaper; also, because we have on hand all the machinery and special tools which are required (now valueless except) in the manufacture of our 1896 models; and because our 1896 models have given such universal satisfaction, we have decided to continue the manufacture, on order, of the following 1896 models at prices as below set.

The price of our product is always based on its actual cost. We can sell our 1896 models at a lower price than our 1897 models, because, for the reasons given above, we can manufacture them at a lower proportionate cost. We will, therefore, accept orders for delivery after November 1st for

1896 Model Roadsters, \$100.00;

1896 Model Tourist, \$102.50;

1896 Model Lady Humber, \$107.50.

On December 1st our 1897 models will be ready for delivery at the following prices:

1897 Model Roadster - - -	\$115.00	1897 Model Racer - - -	\$150.00
1897 Model Tourist - - -	117.50	1897 Model Road Tandem - - -	180.00
1897 Model Lady Humber - - -	122.50	1897 Model Combination Tandem, - - -	190.00

We incline to think that the failures which have occurred among cycle manufacturers during the past few months will be likely to cause purchasers, when selecting their mounts in the future, to exercise a certain caution regarding the financial responsibility and stability of the maker.

A Humber agency means satisfaction, profit and good will of purchasers. It is the experience of dealers in every class of goods who have taken on Humber agency that they derive prestige and reputation from Humber Quality.

HUMBER & CO., America

Humber Factories:

(Limited),

Westboro, Mass.
 Heston, England.
 Wolverhampton, England.
 Coventry, England.
 Paris, France.
 Moscow, Russia.
 Lisbon, Portugal.

WESTBORO, MASS.

Branch Depots and Agencies in all parts of the civilized world.

Humber Depots:

318 Broadway, New York.
 5th Ave. and 42d St., New York.
 10th and Walnut Sts., Philadelphia.
 545 Fulton St., Brooklyn.
 119 Bedford Ave., Brooklyn.
 111 North Charles St., Baltimore.
 34th and 350 Boylston St., Boston.
 25 Holborn Viaduct, London.
 19 Rue du Quatre Septembre, Paris.

very serious consideration, or he would see the absurdity of his remarks.

"Keep to the right" not only means to right of approaching vehicles, but, theoretically, the extreme right of the road. This being so, how can one pass to the right without going upon the sidewalk?

If drivers and wheelmen would bear this in mind and, where the road permits, keep as near the curb as possible, instead of eight or ten feet away from it, there would not be so much "sneaking through" on the wrong side.

On streets where an asphalt strip has been laid, or usage has made a path next the curb, writer is of opinion that drivers of teams should consider the edge of this strip or path as the curb.

M. S. HARRISON.

SAILING UNDER FALSE COLORS.

EDITOR L. A. W. BULLETIN:

On one of the weekly side-path runs, which the Rochester cyclists have been in the habit of taking since the completion of the new paths, I came across a young woman flying the "royal purple" from her handle-bar. I remarked that I saw she belonged to the L. A. W., adding that I had not seen her at any of the meetings of the local association. Her reply was that she did not belong to the L. A. W., but wore the ribbon because she liked it. As I do not like being deceived, a sudden chill came over our conversation.

Of course there is no way to prevent persons carrying or wearing "royal purple" ribbons if they choose, but they are imposing upon the L. A. W. members they meet by so doing. If the letters "L. A. W." and the bearer's number were on the ribbon it would be evidence of membership. I consider that the carrying of the "royal purple" ribbon is, to a certain extent, a guarantee of the rider's good standing, and it should not be so used by those who are not members. MRS. W. R. L., No. 100,270.

ROCHESTER, Oct. 19, 1896.

OF INTEREST TO NEW YORK.

EDITOR L. A. W. BULLETIN:

I am a candidate for Member of Assembly, Third District, Westchester County, State of New York, and I wish to extend to the wheelmen my support. If elected, I shall make it my duty to support all measures introduced in the interest of the L. A. W., for your association I hold in high estimation, and its object should be sustained by all representatives, irrespective of party.

Yours truly,

RALPH BAKER,

Democratic Nominee Member of Assembly.
 Third District, Westchester Co., N.Y.

SING SING, Oct. 17, 1896.

Those decalcomanias are going "like pop-corn off a hot shovel." At the present rate every League member will have one in a few months; 4 cents for one, and 2 cents for each additional one.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES


*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

"BUILT LIKE A WATCH"



A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. San Francisco. Denver.

THE SOUTHERN METHOD.

As the number of cyclists in Memphis increases, the necessity for a strict compliance with the rules of the road become more urgent. Always turn to the right with your wheel just as you would were you driving a horse. If you turn to the right and a driver runs you down, select from the street a large round stone and plant it exactly in the centre of the offending driver's features. After you have done this, have the driver arrested for assault and battery, and swear him into the workhouse.

In this beloved Southland, where warm blood flows in muscular bodies, a reckless driver must be prepared to whip the cyclist he disturbs before the law is invoked, and right here, be it parenthetically stated, that a chromo of James Corbett, Samson, Michael Angelo, or any other great man desired, will be given by the bicycle editor of this paper to any and every cyclist who whips in a square up-and-up fight a driver who runs him down or causes him to fall from his wheel. — *Scimitar*, Memphis, Tenn.

IN RESPONSE to "Truth's" communication regarding Sunday cycling, a New York member says it is right to go cycling on Sunday, or it is right to go to church if one can find a minister who preaches the Christian religion of deed and duty; but if he preaches the "hot place," and that it is better to "believe" than to go about doing good, then it is a thousand times better to go wheeling.

THE AUTOGRAPH PUZZLE.

In view of the large number of people whose business it is to read "ritin," we are surprised that no one, so far, has sent in a correct translation of the five autographs printed October 16th. We have received to date thirty-five replies. One of them, from a lady, has three of the five names correct. One other guessed two of them. Twelve others guessed one each, and the balance are "away off" on all of them. We shall hold our offer, of a solid gold emblem, open for two weeks longer, and unless some one wins it by deciphering all of the names, we will send it to the member who can unravel the largest number of them.

A NEW YORK member, who has been over the routes, says there is a much better way from Port Byron to Clyde, N. Y., than *via* Savannah or the tow-path, for entire distance, as given in the New York Division Tour Book.

Follow tow-path from Port Byron to first bridge, west of Montezuma; take road, and immediately t. l. to first x. r. and t. l. to canal; again take tow-path to first bridge, cross and t. l. direct to Clyde, about eleven miles; practically no hill; can ride them all.

EVERY narrow-tired wagon should apologize to every bicycle it meets, for having disorganized the highway.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

OCTOBER 30, 1896.

WOMEN AND THE WHEEL.

"They talk about a woman's sphere
As though it has a limit:
There's not a life or death or birth,
There's not a thing in heaven or earth
That has a penny's weight of worth
Without a woman in it."

In the beginning of the bicycle's popularity, there were those who thought they saw the end of what they were pleased to call "a craze," because it was something that women could seize upon, and this very dangerous fact was going to work all manner of evil.

It was certainly a very ungallant and unreasonable view for anyone to take of the question, but many did so, and not a few slow-thinkers hold the same view today.

We are ashamed of them.

The man who is so dreadfully afraid a woman is going to disgrace herself and everybody else needs watching.

"Out of the fullness of the heart the mouth speaketh," and the man who is forever seeing evil where evil does not exist, should never be permitted to act as the spokesman for his race.

It is a kindness for anyone, who, when he sees our house on fire, to come and inform us of our danger, but the fool who goes about among the people shouting "Fire!" on any and all occasions, should be kindly persuaded of his error and induced to remove the blood-red spectacles from his frightened eyes.

Women have forever been better than the environment men have given them. Patient, gentle, and

Total number printed this week, . . . 71,500
Sent to paid Subscribers, . . . 68,951
Samples to Advertisers, Exchanges, etc., 2,549

of hopeful spirit, they have been kind amid unkind surroundings.

As a matter of fact, the mere presumption that they need anyone to defend them against uncomplimentary charges, is, in itself, something in the nature of an offence.

Any man who has been blest with a good mother, good sisters, and a good wife, should be slow to say anything reflecting unkindly on the intelligence of womankind.

From the beginning it has been apparent to the better thinkers that one of the main reasons for the bicycle's popularity is found in the fact that it is splendidly adapted to the requirements of women. It has given them a broadened area of living and brought them out of domestic and social bondage into the freedom of all-out-doors.

Instead of the pinched-up, hot-house, tailor-made bits of thought that were formerly brought to their minds, they now have glorious nature for their teacher, with hills and valleys, breeze and sunshine, as sources of healthful inspiration. And while all this is pleasing to women, it is none the less so to men.

"The world was sad, the garden was a wild.
And man the hermit, sigh'd—till woman smiled."

Every right-minded man enjoys cycling the more because his wife, his daughter, his sister or his sweetheart enjoys it, as well.

It is to woman the bicycle owes the exalted place it now occupies in the minds of the people, and since it has proved itself to be her true friend, that man is a laggard who will not champion its cause at all times.

WATCH THE DATE ON WRAPPER.

When your L. A. W. membership expires your subscription to the L. A. W. BULLETIN expires. If you renew your membership and pay the fine, your present year will date back to expiration of last year, but we cannot undertake to supply back numbers of the L. A. W. BULLETIN. Sometimes we have a few back numbers on hand, in which case we are glad to send them, but we cannot always depend on having them.

If you don't want to miss the paper,—and of course that is the way you feel,—your membership and subscription should be renewed about two weeks before it runs out.

Watch the date on wrappers.

"Fine feathers do not make fine birds,"
And just between us two,
Fine coatings of enamel won't
Make faulty cycles true.

START right and keep going.

New Clippers New Clippers

New Clipper Bearings



DETROIT, MICH.,
Oct. 5, 1896.

GRAND RAPIDS CYCLE CO.,
Grand Rapids, Mich.:

Gentlemen, — I want to congratulate you on your Clipper bicycle bearings for '96. So far we have not replaced a single bearing, nor heard of one wearing in the slightest manner.

Yours truly,
J. F. MACAULEY.


Mr. Macauley sold 334 Clipper bicycles up to Sept. 1, 1896.

Grand Rapids Cycle Co.

GRAND RAPIDS, MICH.

No. 215 — Pratt.

New Clippers New Clippers



AMERICA
"TRUS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

THE FISHERMAN'S SUCCESSOR.

The bicycle is a reformer. It makes folks stronger and better. But "fish stories" have become a drug on the market since the marvelous bicycle rider has been abroad.

Official records are as nothing to the ones made by riders who, very unfortunately, are deprived of official time-keepers, on occasions when their wonderful feats occur. It's the old story made over. The big fish fall back into the water, or something happens to keep them out of evidence.

A member asks our opinion regarding the truthfulness of the information contained in the following clipping from a New York Sunday paper:

The run from Denver to Colorado Springs—150 miles there and back—has long been considered difficult, because of the rough country, even for a man to make in a day. Mrs. Kinehart had covered the distance and won the distinction of being the only woman ever to do it, but this did not satisfy her. She gave the wheel world a shock not long ago when she covered the course twice in a day and attended a reception at the finish.

What do we think of a woman riding 300 miles in a day over rough, mountain roads? We don't think. We don't dare to.

TWENTY-FOUR CITIES.

The following table has been requested, as an indication of what is being done.

It is interesting to note that of all the 38 cities

which we have so far figured, not one has a League membership equal to one per cent. of its population. Is there such a city?

What city will be the first to achieve such distinction?

CITY.	Population.	L. A. W. Membership.	Percentage of Membership to Population.
Albany, N. Y.	93,923	485	.48
Syracuse, "	88,183	94	.10
Troy, "	60,956	233	.39
Utica, "	44,007	84	.19
Binghamton, "	35,005	131	.37
Yonkers, "	32,033	115	.35
Long Island City, "	30,506	60	.19
Elmira, "	29,708	91	.30
Scranton, Penn.	75,215	192	.25
Reading, "	58,661	145	.24
Eric, "	40,634	103	.25
Harrisburg, "	39,385	218	.55
Wilkes-Barre, "	37,718	140	.37
Lancaster, "	32,011	62	.19
Altoona, "	30,337	117	.38
Williamsport, "	27,132	176	.64
Worcester, Mass.	84,655	388	.45
Fall River, "	74,398	100	.13
Lowell, "	77,096	201	.26
Cambridge, "	70,028	374	.53
New Bedford, "	40,733	163	.40
Somerville, "	40,152	286	.71
Lynn, "	55,727	256	.45
Lawrence, "	44,654	56	.12

The high church is the one where the pews cost the most.



A FOUR-TIME WINNER.

Last week we announced that again more prizes had been won on Palmer Tires on the National Circuit than had been won on any other tires, and we have the figures to prove it. A summary of all the Meets from Oakland to Washington (excepting Lima, Ohio, for which our report is incomplete) shows that 491 prizes were won on Palmer Tires, whereas, the nearest competitor had only 451 prizes to his credit (not counting the Lima Meet, which offered 21 prizes). Thus in 1892, as in 1893, 1894, and 1895, Palmer Tires are winners on the National Circuit.

More Prizes have been Won on Palmer Tires than on all other tires combined.

Since Palmer Tires were first offered to the public (season of 1892-93), and this has been accomplished in the face of the most extravagant expenditures of money by jealous competitors, whose tires racing men will not ride unless big inducements are offered. The riders know that only Palmer Tires are last.

THE PALMER PNEUMATIC TIRE COMPANY

133-135 S. Clinton Street, Chicago.

For prices, address Selling Agents: THE COLUMBIA RUBBER WORKS Co., 66 Reade St., New York, and 159 Lake St., Chicago.

Do You Want to Read Good Novels?

You can secure them almost free. 50-cent Books for 10 cents.

Send this coupon and 15 cents in stamps to **Town Topics, 208 Fifth Ave., New York**, and any one of the following 450-page prize novels (regular price, 50 cents) will be sent you prepaid. For this coupon and 80 cents in stamps, any four will be sent you prepaid. And for \$1.00, any ten (10 cents each) will be sent you prepaid. Or, if you send \$5.00, club price for Town Topics (\$4.00 per year), and "Tales from Town Topics" (\$2.00 per year), both will be sent you one year, and as a bonus you will receive any ten of the following prize novels (value, \$5.00) free and postpaid.

Town Topics is universally recognized as the most complete weekly journal for men and women in the world. It is, par excellence, the society journal of America, and is unique, inasmuch as all its matter is original. *The Saunterer* discusses, weekly, the doings of society in New York, Boston, Philadelphia, Chicago and the other large cities in North America. A special feature of Town Topics is its short stories. They are by the best writers of Europe and America—always strong, clever, pretty and clean. Its financial department is regarded by bankers and capitalists everywhere as an authority. Leading books of the day are reviewed in a clever, humorous, pungent and fearless manner. The lovers of sport find great interest in *The Referee's* discussions, under the title of "Afraid and Affoot." He writes on yachting, rowing, football, shooting, bicycling, etc., and his confrere, *The Referee*, takes care to keep you posted on horse-racing. Town Topics has always been famed especially for its bold, independent and masterly dramatic and musical criticisms.

- 6.—*The Sale of a Soul*, by C. M. S. McLellan.
- 7.—*The Cousin of the King*, by Adrian Schade van Westrum.
- 8.—*Six Months in Hades*, by Charles Irwin Gingham.
- 9.—*The Skirts of Chance*, by Captain Alfred Thompson.
- 10.—*Anthony Kent*, by Charles Stokes Wayne.
- 11.—*An Eclipse of Virtue*, by Champion Bissell.
- 12.—*An Unspoolable Sinner*, by John Gilliam.
- 13.—*That Dreadful Woman*, by Harold R. Vynne.
- 14.—*A Deal in Denver*, by Gilmer McKendree.
- 15.—*Why? Says Gladys*, by David Christie Murray.
- 16.—*Through Troubled Waters*, by Mrs. F. J. A. Darr.
- 17.—*A Very Remarkable Girl*, by L. H. Bickford.
- 18.—*A Marriage for Hate*, by Harold R. Vynne.
- 19.—*Out of the Sulphur*, by T. C. De Leon.
- 19.—*The Wrong Man*, by Champion Bissell.

No.

Address.....

Novels Selected No.....

LOWELL'S LIVE LEAGUE.

On a number of occasions the L. A. W. BULLETIN has spoken of the determination of the Lowell (Mass.) wheelmen to secure their rights as citizens and as bicyclists. Now, over five hundred of them—every one a voting citizen—under the leadership of Lowell's foremost men, with T. P. Hall, a prominent real estate dealer, as president, and Geo. H. Stevens, local consul of the L. A. W., as secretary, have formed a Good Roads League.

No candidate, on any ticket, for senator, representative, governor's council, county commissioner, superintendent of streets or highways, alderman, or any other office that has any bearing on the Good Streets and Good Roads question, can look for the support of this large body of representative citizens unless he adds to his other good qualifications a disposition to do all right and just things to make streets and highways such as every intelligent business man or farmer, whether wheelmen or not, knows are the best for all the people.

This is the correct thing to do. Politicians want good roads the same as other people do, but they are the public's servants and, until voters make their wishes known, they cannot be granted. The Lowell wheelmen have set a splendid example for others to follow.

Votes count.

RIDE ye while the autumn lasts, for soon the snow cometh when no man can ride.

BICYCLE RACES AND FAIRS.

The agricultural fair of today finds that, in order to be "in line," it must include bicycle races as well as horse races. The Dodge County (Nebr.) Fair has lost money for years. This fall they devoted the best day to bicycle racing, giving \$300 worth of prizes, and even though "times" were hard, they came out ahead. Many other fairs have adopted this modern form of amusement in place of the horse race and, in all cases, the result has shown on the "good" side of the ledger.

FROM THE CANNON EDITOR.

We are pleased to know that all the criticisms on our statement that a cannon should be "pointed" at an angle of forty-five degrees in order to "carry" farthest, came from a lack of real scientific knowledge on the part of our critics, one of whom inadvertently mentioned the air resistance. Of course we never thought for a moment that the experiment would be tried out-of-doors, where there is nearly always more or less air. The only proper place to fire a cannon is in a vacuum, in which case our calculations would be exactly right.

THE FOOT PUMP IN CASES OF CATARRH.

A Wall street member has abandoned the hand bulb and now uses a bicycle foot pump on his "nebulizer." He says it beats the fire department.

Highest
Grade

Highest
Price

"In short, my son, let thy pathway through life carry you whereso'er it may, bear this one important fact in mind, attention to detail and thoroughness in the prosecution of any honorable enterprise bespeaks—nay, commands—success."

The old philosopher uttered words of "golden import." (Merely a figure of speech, Mr. Silverite.) Thoroughness in construction and earnest attention to detail has placed the

RECORD PEDAL

deservingly at the head of them all. It is the "world's" model.

RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
ASK EXPERIENCED REPAIRMEN
WHICH TIRES THEY LIKE BEST

MORGAN & WRIGHT
CHICAGO

AN OLD L. A. W. MAN IN A NEW ROLE.

Geo. A. Perkins, formerly chairman of the Massachusetts Highway Commission, and vice-president of the L. A. W., is nominated for County Commissioner of Middlesex County. Mr. Perkins is a conscientious hard worker, and will do his best to fill acceptably any office to which he may be elected.

THE CORRECT IDEA.

One of our observing readers from away out in Nebraska takes exceptions to the Rev. Mr. Woolston's view of things, and says that wheelmen are more apt to wear watches and jewelry and better clothes than are worn by a similar class of people who don't ride.

He says the non-rider stays at home and wears "overalls," but the wheelman travels, and hence wants to wear diamonds, etc., that he may make a presentable appearance before men (and, incidentally, before women); that the man who stays at home can look at the clock, or, knowing the points of compass, can tell the time of day by looking at the sun, but the wheelman *must* have a watch. By the way, we learn from the newspapers that the clergyman above referred to demanded a clause in his contract by which his salary is to be paid in gold in the event of Mr. Bryan's election.

The coal man in a hurry to get to riches thinks the shortest weigh is best.

THIS LOOKS LIKE A JOKE.

A resident of Clearfield, Pa., announces himself as a candidate on the following Platform:

To subsidize a Steamship Line to South America.

To subsidize a Cable to Japan.

To invite a Congress of the World to make an International Court to settle disputes between Nations by Arbitration.

To make the Vice President a Member of the Cabinet.

To vote direct for President and U. S. Senators.

To constantly increase our Navy and Defences until they are the best in the world.

To maintain a Gold and Silver Standard at their proper parity based on their respective values.

To annex Hawaii.

To build the Nicaragua Canal.

To recognize the Independence of Cuba.

To make Tariffs and Revenues ample to pay the expenses and gradually wipe out our National debt.

We know no A. P. A.'s, no Catholics—only one great American people.

Protection to American Labor at the port of entry against Foreign slaves.

A degree of intelligence necessary to establish a man's right to vote.

Anything to build up, to improve, to go forward—nothing to tear down or go backward.

The Temperance Question is one that must be worked out by the individual himself, and I prefer that he would work it out with ——— beer which I sell, and when it is worked out in this way I will have money enough to go to Congress,

Yours, etc.,

W. F. BRADLEY.

Should fish stories be told on Friday?

..LOVELL "DIAMOND" BICYCLE..

TRADE MARK



THE WHEEL
OF THE
YEAR 1897

Will be ready soon.

Points about our '97 Model:
Fewest parts possible.
Simple in construction.
Durability throughout.

OUR MOTTO: Sell one — sell another.

John P. Lovell Arms Co.
MANUFACTURERS,
BOSTON MASS.

If our wheels are not represented in your locality, write us for terms and particulars for 1897.

SINGLE-TUBE TIRES

**A horse! A horse!
My kingdom for a horse!**

Some hundreds of years ago King Richard III. is said, amid the terrors of Bosworth Field, to have ejaculated the above petition for a means of speedy locomotion.

Today, would he not have called, in equally burning words, and even at the price of his kingdom, for

A Single-Tube Tire?

And such tires are made only by

The Pope Manufacturing Co.
The New York Belling & Packing Co., Ltd.
The Boston Woven Hose & Rubber Co.
The Revere Rubber Co.
The New York Tire Co.
The Diamond Rubber Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Palmer Pneumatic Tire Co.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Insd. Wire Co.
The Spaulding & Pepper Co.
The Peoria Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.
The Brooklyn Rubber Co.
The North American Rubber Co.

ALL OTHERS
ARE
INFRINGEMENTS

Suits have been brought in every United States Circuit where infringements have occurred.

If further information is desired write to the owner of the Tillinghast patents, Theodore A. Dodge, Equitable Building, Boston, Mass.

SINGLE-TUBE TIRES

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as the manufacturer.

Grips.

H. J. Boggis & Co., Cleveland, Ohio, send out an illustrated flyer, telling of grips manufactured by them.

Club Pins.

John Harriott, 3 Winter street, Boston, issues a catalogue of ideas for club pins. The many illustrations offer a large number of designs to select from.

Erie.

The Queen City Cycle Company, Lake View, N. Y., issue a small, neat booklet devoted to the "Erie."

Acme.

A very pretty catalogue of 40 pages and handsome cover design that is issued by the Acme Cycle Co., Elkhart, Ind.

"J. & R."

The McElwaine-Richards Co., Noblesville, Ind., tells all about the "J. & R." changeable bicycle gear, in a neat 24-page catalogue, containing many

amusingly-absurd line drawings. The cover-page design, in blue and white, is "catchy."

Cyclone Pumps.

A 30-page catalogue, describing "Cyclone" pumps for inflating tires, and illustrating other bicycle sundries, is issued by Davis & Stevens Mfg. Co., Seneca Falls, N. Y.

Saddles.

A brief flyer, printed in green and brown, telling all about bicycle saddles with Park's spring, is issued by the C. Z. Kroh Co., Toledo, Ohio.

Poorman.

J. E. Poorman, Jr., Cincinnati, Ohio, describes the "Poorman" bicycles in a neat 16-page two-color catalogue.

Handle-Bars.

Schaum & Uhlinger, Glenwood avenue and Second street, Philadelphia, Pa., issue a neat 16-page catalogue regarding the Fletcher, bent-wood, hickory handle-bar.

Cycle Saddles.

One of the prettiest, little two-color catalogues of the season is that published by the Wheeler Saddle Co., Detroit, Mich., manufacturers of the Wheeler Reform Saddle.

EARLY to bed and early to rise
Is a rule a great many young people despise.

THE "EASY-RUNNING" GENDRON

Is made from the best materials, by expert mechanics, and every part (no matter how small) is exhaustively tested.

We want Good Agents to Sell Gendrons and Good Riders to Ride Gendrons in '97.

SEND FOR OUR CATALOGUE.

GENDRON WHEEL CO., Toledo, Ohio.

ORIENT'S

Responsible Agents,
who mean
BUSINESS
should write
NOW!

... FOR ...

Will
Lead
the
Leaders

1897

WALTHAM MFG. CO.

Main Office and Factory,

Waltham . . . Mass.

The Common Rule.

Here's the rule with which, you'll find,
Most men measure all mankind:
"He who loves me is a trump;
He who doesn't is a chump."

A SOUTH CAROLINA wheelman thinks that good roads are an inducement for cyclists to buy poor bicycles, as poor ones would offer no pleasure or safety on rough roads. This may be logical, and it may not. The better the roads the better the bicycles, and the better the horses that are driven over them. No one would care to buy a hundred dollar wheel in a community where roads would ruin it and the pleasure of riding. Any old second-hand wheel would do.

CHAS. W. PICKERING, JR., Philadelphia, will tag his bicycle hereafter before putting it in the baggage car. Recently, a baggage-man put it off at the wrong station, and its owner had to wait for it to come on the next train. Bicycles look much alike and, unless they are tagged, mistakes are likely to occur. They ought to have a tag giving owner's name and destination.

"The course of true love never did
Run smooth," until the happy pair
Were mounted on a tandem, then
It glided on as light as air.

A DOLLAR spent is a buy-gone.

\$1.25-REDUCED PRICE-\$1.25

BICYCLE APPLIANCE CO.

THE SIMPLEX
TRADE MARK
REGISTERED



Philadelphia
Bourse,
Room 612,
P. O. Box 984
PHILADELPHIA.

[PATENTED]
With Tapering Rubber Plugs, is the Ideal
Repair Outfit.

Will repair puncture of any size. Send 10c.
for Assorted Sample of Plugs.

SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE,
ILLUSTRATED BOOKLET FREE.

\$1.25

Electric Cloth cleans everything. Try it on your Dirty Cork Handles.

Send 2 cents for Sample Cloth. Descriptive Circular Free. Agents
and Canvasers Wanted. Write us

New Roads and Road Laws

IN THE UNITED STATES,

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - Boston, Mass.

Send by mail on receipt of \$1.00.

HARD OR SOFT TIRES.

E. W. BLOSSOM, Concord Junction, Mass., says, "If the traveling is to be over cobbles or rough pavement or if the road is habitually filled with hard clayey ruts, then a partially soft tire is not only more comfortable but vastly better for the rider's health. On the other hand, if the wheelman can have the benefit of doing most of his riding on smooth hard roads, a hard tire is comfortable, less liable to puncture, and cannot be cut by the rim. It is nonsensical to assert that there is no difference between a pneumatic tire blown hard and an old-style hard tire."

IN THE case of Hard vs. Soft Tires, permit me to add my evidence. My first pair of pneumatics were 1 3/8 inch double tube, weighing 4 lbs.—the pair. I rode them one year, covering 1,200 miles around Chicago and vicinity without a puncture. My second pair were clincher type, 4 1/2 lbs. I have ridden them over two years, covering 1,600 miles in Great Britain, never dismounting for "new metal," usually crushed flints, as do most of the natives, and have ridden them 1,400 miles in Illinois, total 3,000 miles, without a puncture.

Considering my weight, 215 lbs., I ride my tires soft, using an almost springless saddle. The secret of freedom from puncture does not lie in the hard or soft pumping without regard to the character of the tire. For the rider who rides for pleasure,

As Others See Us.

LAW OFFICE
OF
EVERETT W. PATTISON.

Dictated.

1120-1121 Union Trust Building,

ST. LOUIS, October 14, 1896.

STERLING ELLIOTT, Esq.,
Boston, Mass.

Dear Sir.—I have been reading the "Bulletin" for nearly one year, and wish to say that I like it. This general commendation does not, however, fully meet the case. I am, and have been throughout the year, particularly pleased with the spirit of optimism and good cheer which pervades the magazine. This is especially apparent in the articles on the editorial page of each number. But it also crops out on almost every page. Not only are you rendering immense service to the cause of wheeling, but you are by this optimism rendering a distinct service to humanity. No one can overestimate the immense amount of good which can be accomplished in this working world of ours by cheerfulness. I thank you personally for the great benefit I have received from this characteristic of your periodical.

Very truly yours,

EVERETT W. PATTISON.

rather than century bars and cyclometer readings, the best tire is a rather large one, $1\frac{3}{4}$ inch the minimum, with plenty of rubber on the tread, and a good thick inner tube. This will prevent the pinching puncture caused by striking the sharp corners of board crosswalks or small stones, and give a comfort and ease of mind unknown with the light, small diameter tires that are so nearly universal now.

HIGHLAND PARK, ILL.

No. 114,858.

ON ASPHALT pavements or very good roads it is probably true that hard tires run easier than soft ones; but on the roads I have mostly had to ride over I find a tire a trifle slack, makes the wheel run much easier than one blown very tight. I think I also have other proof of this. Why were pneumatic tires substituted for steel ones on racing sulkies? Not, I think, to give the driver a smoother ride, but to make the sulky run easier. The principle is right here: That the hard tire not only jars the rider, but transmits a vibration to the frame of the wheel that retards its onward progress and makes it run that much harder.

LANSFORD, PA.

W. C. SHALLCROSS.

R. T. LEVY, Nashville, Tenn., says:—"Any advertisement, no matter how little, if properly displayed, is bound to attract attention. I have had the words 'Good Roads, L. A. W.' painted on the lens of my lantern, and when lit at night the little inscription is very prominently displayed and neat."

A PHILADELPHIA member suggests a new route from Philadelphia to South New Jersey, which avoids the toll roads at present used by wheelmen and effects a saving of eleven cents in tolls in a distance of only fourteen miles, and at the same time shortens the present route: Leave Philadelphia *via* Gloucester ferry (or go to Gloucester *via* Camden, if you prefer); take Woodbury turnpike (two cents toll) to Westville, where you take the left fork over the new telford road; then direct to a quarter of a mile beyond the end of the new telford road to a point where three roads cross, at which point you take the road leading obliquely to the right; then direct in to Glassboro, from which point use regular routes. This road, fourteen miles long, is rideable the entire distance, a large part of same being in strictly A1 condition for bicycles, and, if used generally by wheelmen, would soon be fine riding throughout its entire distance.

AN ARGUMENT for good roads comes from Wau-paca and Waushara counties. Potatoes are selling there for ten cents a bushel, while if the roads at Madison were good, the farmers could easily haul their product to Madison and get the ruling price—fifty cents.—Milwaukee *Evening Wisconsin*.

It is all very well to talk about keeping in the straight path of duty, but many a clock keeps good hours and gets there on time, despite its winding ways.

DIXON'S GRAPHITOLEO

Lubricates not only the chain and sprockets, but also the pins in the links of the chain, which stick Graphite can not do and is not intended to do. For gun locks, for copying presses, and for office chairs it is unequalled. If your dealer does not keep it, mention the L. A. W. Bulletin and send 20 cents for sample.

JOS. DIXON CRUCIBLE CO. - Jersey City, N. J.

Bicycle Directory Talk.

Have you received a copy of the '07 Prospectus of the United States Bicycle Trade and Clubs Directory? If not, write me at once. Important new features are to be added to the fourth edition of this popular Bicycle Directory. I want the name and address of every person or firm in the United States and Canada who makes or sells anything pertaining to the bicycle trade; also the names of bicycle clubs.

Advertisers appreciate this medium of reaching the trade. Speak promptly. Rates on application. Price of Directory per copy, 30 cents.

FRANK A. LINCOLN, 31 Taylor St., Springfield, Mass.

INDIANA CHAINS



Universally used. Universally satisfactory. Special prices to members. Send 20 cents for our beautiful Aluminum Fob.

INDIANA CHAIN CO., Indianapolis, Ind.

PRIZE MEDALS JOHN HARRIOTT 3 WINTER ST. BOSTON, MASS. PINS

The Best Yet and Free!!

to L. A. W. members enclosing 2c. stamp for postage, sample

G. W. COLE & CO. 111 Broadway, New York. **PAGE-MAKER CHAIN LUBRICANT.** Manufacturers of the famous "3 in 1"

You to judge its merit.

STOLEN. "Puritan" bicycle; '96 model; No. 25,317; 24-inch frame; black enamel; cork grips; M. & W. tires and wood rims. Notify W. P. HAMLEN, 121 Florence street, Boston.

ON A SUMMER'S NIGHT.

BY W. C. H.

WHEN all the world is wrapped in peaceful slumber,
Tired brains are sleeping, weary hands at rest,
When bright the stars burn in the deep-blue heavens,
Then I enjoy my silent steed the best.

Swiftly we fly along the shadowy roadways,
Past cosy homesteads, fields of ripening grain;
Through dim-lit woods in which the wind is sighing,
O'er quiet rivers flowing to the main.

Sometimes I ride unto the restless ocean,
Whose foam breaks white upon the rocky shore;
Until, uplifted by its mighty music,
I feel myself great Nature's child once more.

Oft I return unto the busy city,
Just as the dawn is breaking on the hills;
Another day is born — with new resolve I greet it
With braver heart to bear whatever fate wills.

A BICYCLE smashup occurred at the junction of Third and Morrison streets, yesterday, which afforded passers-by a good deal of amusement. A young man was riding up Morrison with a large bundle of papers on his wheel, and a young woman was propelling her bicycle in the opposite direction. As they neared each other, the man tried to get out of the way by turning toward the sidewalk; but the wheelwoman seemed unable to control the wheel she was riding, and, instead of turning the right way, she steered directly into the wheel in front.



Automatic Brake

FOR BICYCLES.

DESCRIPTIVE CIRCULAR ON APPLICATION.

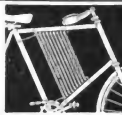
BAILEY MFG. CO., 189 La Salle St., CHICAGO.

PAT'D APRIL 10, 1904.
PAT'D MARCH 8, 1906.



BUY NO INCUBATOR and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you ours on trial, not a cent until tried, and a child can run it with her hand on the attraction a day. We won First Prize World's Fair, and we will win you for a steady customer if you will only buy ours on trial. Our large catalogue will cost you five cents, and give you \$100 worth of practical information on poultry and incubators and the money there is in the business. Plans for Brooders, Hens, etc., N. B. — Send us the names of three persons interested in poultry and eggs, and we will send you "The Bire; its Care and Repair," a book of 180 subjects and 80 illustrations, worth \$5.00 to any bicycle rider. Von Culin Incubator Co., Box 659, Delaware City, Del.



Cycolian

Music on your wheel.

Can be quickly attached or folded up. (Pat. pend'g). Sent on receipt of popular price, \$1 PARKER & SON, 26 Cornhill Street, New York.

STOLEN. "Eclipse" bicycle; No. 21,688; maroon enamel; Brooks spring saddle; narrow upturned handle-bars; Vim tires; taken from front hall, No. 31 Falmouth street. Notify J. H. BONNEY, 65 Bedford street, Boston.

up, the lady remarked, "I'm afraid, young man, that you didn't look where you were going," and everybody laughed. — Portland *Oregonian*.
As the rider was picking his badly-dilapidated wheel

REGARDING the proper position of the rider on the bicycle, R. C. Gorham, Kirklin, Ind., says: "I find by experience that with a six or six-and-a-half inch crank, the saddle should be raised until, when reaching over the saddle with the arm full length, the tip of the middle finger should just reach the centre of the crank axle; and the handle-bar should be raised or lowered and the saddle moved forward or backward, as the case may be, until the handles can be grasped when the elbow is against the point of saddle. I think the rider will find he has perfect control of the machine, and can use his strength to the best advantage in hill-climbing or pulling against the wind."

LE ROY F. HILL and J. Wallace Morse, of Tempe, Arizona, say that "no wheelman who wishes to see the most sublime scenery on earth; who enjoys a ride through forests and natural parks for 70 miles at an elevation from 6,000 to 8,000 feet; and who likes, for companions, that sort of people who can't do enough for you, ought to miss the Annual Run of the Coconino Cycling Club, of Flagstaff, to the Grand Canon of the Colorado."

WHERE SHALL SHE RIDE?

The following answers are in response to the question, "Should the lady occupy the front or rear seat of the tandem?"

FIRST, put the lady on the rear seat and you have the advantage of a "single-steer," and the man would receive the "brunt" of a collision or other accident, while the lady may compare her position to that of a theatre-hat victim; and, second, put the lady in front and a man can usually see either over or around the lady, and in case of close quarters or an accident the man can easily dismount and hold the wheel, which is impossible if he sits in front; and it is certainly easier on the machine with the stronger person in the rear than to transmit the majority of the power through both chains and crank hangers. And a still better argument in favor of the lady in front is, put the lady in front and you are *taking her out*, and in the rear, you are merely *letting her go along*. No, 80,760.

CHICAGO, ILL.

IT DOES NOT look well for a lady to throw her leg over the handle-bar, which she has to do to get on and off the front seat.

If the wheel comes in contact with anything, she is thrown head first over the handle-bar, and is apt to receive serious injuries, whereas, if she is on the rear seat, she can get off the wheel in safety; at least that is my experience as a tandem rider with a lady companion.

F. N. BRADLEY.

JACKSON, MICH.

I HAVE ridden tandem with ladies, and also with gentlemen, sometimes on front, sometimes on rear seat, for nearly two years, and find that with the present styles of machines the most practical arrangement for a combination tandem is with the *lady on the rear seat* (as several manufacturers are building machines.) This naturally places the greater part of the responsibility of steering, manipulating brake, ringing bell, etc., where it properly belongs, on the gentleman. Have gear 76 to 80; 1 3/4 in. tires, well inflated.

Men's tandems should be geared to not less than 80, with the heavier rider on rear seat, as the machine will run much easier than *vice versa*, — as we have proved in several coasting contests. Be careful not to run into any large dogs, as we did on one occasion.

No. 98,483.

P. O. BOX 452, NEW YORK CITY.

HAVING ridden several hundred miles on tandems, I am decidedly in favor of the lady riding in front: i. e., if the tandem is a double-steerer. My experience has convinced me that the strongest rider should occupy the rear seat. I have ridden both front and rear, and have found where I am the

stronger rider that the machine gives much better satisfaction with me on rear. I believe the rear rider will naturally do more work than the other. There is a certain power or force given by the rear rider which cannot, from my experience, be given from the front seat. A lady certainly looks better, and more in place in front. The front seat is the cooler of the two and much pleasanter.

No. 66,019.

Two seasons on tandems and about 5,000 miles to my credit have impressed me that the heavier rider should always occupy the rear seat. The steering is easiest when the forward rider weighs twenty pounds (or upwards,) less than the rear man. For illustration: Riding "hands off" on a single-seated machine is easiest when the saddle is well back, and the rider seated as far back as he can comfortably ride. Any wheel weighted forward steers less easily than same wheel weighted over the driving wheel. It is so with boats, and to a great extent with wagons.

The rear rider on a tandem should be able to see over the head of his mate. The front rider has most breeze. The rear rider sometimes has the softest spot to fall on in case of a plunge forward. The more nervous man should be in front, for there is considerable difference in the apparent rate of speed, as estimated from the two points of view; the forward rider imagines he is not going so fast as he would think were he on the rear seat.

Last year I changed my cranks, so that the two pair were at right angles to each other (quartering, some call it,) and have decided that it is better, *for many reasons*, than the usual practice of pedalling in unison.

WILSON S. HOWELL.

HARRISON, N. J.

THE heaviest weight should be on the rear of the tandem: I have had experience. My weight is two hundred and seventy-five pounds. My wife and I can climb a hill that is about one hundred feet to the mile without much trouble on a 70-gear wheel. My opinion is that the heavier and the taller should be on the rear seat, and in all cases the lady on the front.

CHARLES W. SMITH.

VAILSBURG, N. J.

A MEMBER says: — "I have found with a 150-pound man, a strong rider, on in front, the wheel is a hard hill climber. With a little lady of about 90 pounds, also a good rider, the hill is ascended more easily. By myself, on the rear saddle, front saddle vacant, the hill is even more easy. This is the experience from years of riding."

HE, WHO TO keep his secret tries,
Should not the country seek,
For corn has ears, potatoes, eyes,
And all the mountains peak.

BECAUSE the whole surface of a highway has been pulverized into dust is no reason why we should call it a fine road.

The Money Question.

IN CLOSING.

The publisher of the *L. A. W. BULLETIN*, in common with everybody else on the face of the earth, is anxious to see universal prosperity. Of course we are all selfish to some extent, and the more selfish a man is the more he wants to see everybody else prosperous, because individual prosperity can be permanent only when the blessings of confidence are widely shared.

At the beginning of August the political outlook indicated the possible success of Mr. Bryan in his attempt to occupy the presidential chair of this great Nation. We had tried to make an unprejudiced study of the situation, and it looked like this: That Mr. Bryan was an honorable gentleman, who, no doubt, believed that the country would be better off if our monetary system was changed to admit of the free and unlimited coinage of silver at a relative valuation which it does not now possess, and that he had back of him many other honorable gentlemen who thought as he did, and who were in a position to make a hard fight to vindicate their belief at the ballot box.

Causes entirely apart (as we believed) from the money question had conspired to make "hard times," and, when business is at a standstill, the common every-day man, whose daily toil is needed to buy necessities, is easily persuaded that a change in the National policy must be made. It is always painfully apparent that the rank and file of men are easily stamped by entertaining talkers, and, in too many instances, the desire to have his party win takes the talker up off the solid road-bed of well-beaten fact, and allows him to float around in the gauzy clouds of imagination.

When a stump speaker or a stump writer tells his audience of laborers that they would be able to live in much better shape if we could only get a whole lot more money manufactured, he is telling them what is not believed by a considerable majority of those who are really in a position to know.

When he tells them that a general rise in prices, due to a lowering of the standard of valuation (the dollar), would raise their wages even as much as it would raise the prices of what they must buy, he tells them that which is not sustained by any chapter in human history.

When he tells them that any scheme of finance can be devised that will enable anybody to sell anything regularly at any higher relative price than the fixed laws of trade put upon it, he is tempting his enemies to question his motives; and when he tells them that any juggling with National finances can prevent the shrewd manipulator of financial affairs

from accumulating money, and at the same time enable the uneducated and untrained child of circumstances to become a millionaire, he is simply "talking through his crown of thorns."

The writer—who is neither rich nor poor, financially—fully believes that laws should be shaped to relieve the poorer classes of people from unnecessary burdens, and, so far as it can be done within reason, the men who have large incomes should be taxed in some fair and legal manner, so as to pay a greater proportionate tax than falls on the poor man; but, as poor men are constantly becoming rich, and the whole strength of society depends on the honest effort of every man to better his condition, the rich man's tax should not be so burdensome as to take away the general incentive to accumulate property.

The League of American Wheelmen is working on the subject of road improvement. To build roads takes money; States, towns and municipalities have not at any time, and should not have at any one time, money enough to build an extensive system of highways. In order to raise money bonds are issued and can only be sold to men who have money. No matter who *ought* to have the money, those who *have* it are the ones we must negotiate with. A very large part of the money for investment is the savings of poor people, deposited in the various institutions established to receive it, and in most States that money is protected by State laws and can only be borrowed on certain kinds of approved security. So the inevitable conclusion was forced upon us by actual facts that road bonds, or any other kinds, in fact, could not be sold except with a stipulation that they were to be paid in some definite kind of money (always gold).

Even Mr. Bryan has often admitted that his election and the possibility of a free silver bill would cause a financial panic, but that we would be all right when we got over it. As a careful reading of all the proof submitted didn't seem to bear out the last part of the statement, and the first part of it being generally conceded, we felt that we might not properly lay claim to being a patriotic American without doing a little evangelical work.

That the L. A. W. was a non-partisan organization was fully considered; that any expressions on either side of the question would stir up some criticism was obvious, but the end was thought to justify the means. We have received a large number of commendatory letters, but have given rather more prominence to the other sort. The venture is admitted to have been open to criticism, and had the League lost by it in any way, a satisfactory explanation would have been difficult; but the original calculation "panned out" as was hoped and the League has been a gainer to a surprising extent, as will be set forth in detail shortly.

Had the defeat of the free silver cause been as certain in August as it is today, we would not have thought of mentioning it in the *L. A. W. BULLETIN*.

"THE CRIME OF '73."

So much has been said and written about the deminutization of silver in 1873 by the United States Congress, and it has been so often claimed that it was done quietly and without the knowledge of the people, that the following statistics, taken from the official records, may be of interest. The subject was

	Senate.	House.
Submitted by secretary of the treasury	Apr. 4, 1870	—
Referred to senate finance committee	Apr. 28, 1870	—
Five hundred copies ordered printed	May 2, 1870	—
Submitted to house with supplementary report	—	June 25, 1870
Reported, amended and ordered printed	Dec. 19, 1870	—
Debated	Jan. 9, 1871	—
Passed the senate by a vote of 36 to 14	Jan. 10, 1871	—
Senate bill ordered printed	—	Jan. 6, 1871
Bill reported with substitute and recommended	—	Feb. 25, 1871
Original bill reintroduced and printed	—	Mar. 9, 1871
Reported and debated	—	Jan. 9, 1871
Recommitted	—	Jan. 10, 1871
Reported from coinage committee, printed and recommitted	—	Feb. 9, 1872
Reported back, amended and printed	—	Feb. 13, 1872
Debated	—	Apr. 9, 1872
Amended and passed by vote of 110 to 13	—	May 27, 1872
Printed in senate	May 29, 1872	—
Reported with amendments and printed	Dec. 16, 1872	—
Reported with add'l amendments and printed	Jan. 7, 1873	—
Passed senate	Jan. 17, 1873	—
Printed with amendments	—	Jan. 21, 1873
Conference committee appointed	Jan. 27, 1873	Jan. 25, 1873
Report of conf. com. presented and conc'd in	Feb. 6, 1873	Feb. 7, 1873
Became a law February 12, 1873	—	—

The "secret and stealthy" manner in which it was done, reminds us of a great Western newspaper which, a few years ago, printed an elaborate account of the misdeeds of a citizen, and then said, "We most earnestly ask our readers not to mention this matter to anyone, as Mr. — is very sensitive, and we do not wish to unnecessarily wound his feelings."

"THE VALUE OF A DOLLAR."

Every person who receives a pension receives it in the form of "dollars." If prices of the necessities of life go up how about the old soldiers, and their widows and orphans, will they be better off?

The rates of fare charged by all the railroads are fixed by law in "dollars." Can the railroad companies accept a cheaper dollar, and necessarily no more of them, and yet raise the wages of their employees to correspond with the new conditions?

Nearly five millions of the more industrious and prudent of our poorer citizens have deposits in savings banks. The money which they earned, saved, and deposited was gold, or that which was equal to gold. Does any man who really feels for the industrial classes want to see those five million depositors receive less than they actually deposited?

Many thousands of salaries are fixed by statute law in "dollars," and all other salaries are fixed by a still more inexorable, though slowly varying, law (that of supply and demand). Can these salaries be raised to meet higher prices for goods?

If we earned dollars to keep, and just wanted to see how many we could get of them, then the cheapest kind of a dollar would be most desirable. But as we can neither eat, drink, nor wear dollars, we want that plan which will, in return for our labor, bring the most of what we *can* eat, drink and wear; and

if we care to make any future use of dollars which we may be able to save, then we would like to think that when we get ready to use them they will have a value at least equal to that which they had when we earned them.

THE "LABORING MAN."

It is interesting to note the anxiety that is expressed about this time of year for the welfare of the laboring classes. We have seen real tears start from the soulful eyes of the stump speaker as he depicted the terrible fate of the laborer who was in danger of some great calamity if, peradventure, his (the stump'er's) party was not placed in control of things.

The well-being of the wealthy man is never touched upon. He isn't numerous enough; but the poor down-trodden creature, who is n't supposed to have a bank account, — oh, how the heart of the demagogue goes out to him! And a most startling feature of the farce is that the balm which is usually proposed for the poor man's benefit and which can only be applied by the use of his vote, is really just the thing that some certain class of rich men are hankering for; but, of course, if that were stated, the scheme would fail of accomplishment.

When the business man wants to hire labor of any kind, what does he do? Does he allow his heart to get away with his business head? Well, hardly. If he did, the sheriff would shortly be in possession of his plant. What he *does* do, is to pay his workmen the price which is, at that time, the market price for labor. That, and that alone, is business. To do otherwise would be simply impossible.

The price for labor is fixed by law, but never by statute law.

What is really best for the laborer is best for everybody, and what is really best for everybody else is best for the laborer. We are all laborers and we all receive wages in proportion to the supply of the particular labor which we do.

What we all need most is education. We are all agreed on mathematics and on geometry, because there is nothing about those sciences which cannot be demonstrated, but on religion and politics we differ because there is so much room for argument, and the tendency is to read and hear only the side with which we already agree.

The man who votes with any political party without regard to the actions of that party is simply so much dead wood.

The man who thinks and studies all sides of a question and then votes on what looks to him like the right side of it, is the man on whom depends, at all times, the safety of our form of government.

God bless the "Mugwump."

The present high price of wheat is a condition and not a theory, — a condition, by the way, at which the American farmer may feel well pleased.

Linton's Labor Lightening Letter Sheet.

Form 1. {
No. 1. {

{ Boston.
Lowell.
Sing Sing.
Halifax.
Alaska,
Washington.

{ Jan.
Feb.
Mar.
Apr.
May
June

July
Aug.
Sept.
Oct.
Nov.
Dec.

1895 1901
1896 1902
1897 1903
1898 1904
1899 1905
1900 1906

Mr.
Mrs.
Miss
Master
Rev.
Dr.

Dear { Sir:
est:
Madam:

Your very { welcome
interesting } letter of the { Inst.
unwelcome } Prox.
Ult.

at hand and I assure you it proved a most welcome acquisition to my { collection,
waste basket,
fuel supply, }

In reply will say that.....

Had it not been for the unfortunate { incarceration
sickness
death } indisposition
elopement } of my { father
mother
sister } brother
servant
self }

I should { have
not have } answered { sooner.
as soon. } Kindly { send receipt
excuse writing } pardon delay
allow 30 days }

and I will We are all well except.....

who has { grippé.
whooping cough. } a jag.
diphtheria. } toothache. } { Write
Do not write } again { soon. }
ever. }

With { assurances of profound respect,
consideration for your imbecility,
undying regard and affection, } I remain, as ever,
{ Yours respectfully,
Yours with love,
Yours with disgust, }

Underscore words you wish to use. Copyright, 1895, by Linton Publishing Co., Lowell, Mass.

A CRISIS MET.

About every so often mankind is confronted with what is technically known as a crisis or an emergency, or something of that kind. But almost providentially, it would seem, some one is raised up to swat every impending crisis between the eyes, much to the joy of the whole crowd. As soon as America was dry enough to cut up into building lots, Columbus appeared and got it regularly listed in the real estate exchange. The cherry tree was no sooner big enough to hack than a young fellow by the name of Washington came around the corner of the house with an old rusty hatchet and hit it a whack. Mankind is hardly ever thirsting in the presence of bottled-up blessings but what some one shows up with a corkscrew and makes every one happy. We have recently beheld another striking proof of this. In this talky age the task of answering letters has become a burden too heavy to be longer borne. For some weeks we have been putting most of our letters in the waste basket without opening them. Did we read

them we might discover they demand answers; and life is short. But we recently opened one that looked like it might contain a check. It held something infinitely better, — a soothing solution of the letter-writing problem that was making life a hideous nightmare. It is self-explanatory, as a reading of the form on this page will demonstrate.

CANDIDATES WHO FAVOR GOOD ROADS.

James E. Gorman, senatorial candidate in the Fifth District of Pennsylvania, is said to be a good man for wheelmen to support.

Also, Bela D. Eisler, of Mount Vernon, N. Y., delegate for Member of the Assembly from the First Assembly District of Westchester county, is on the right side of the road question.

THE cost of the muddy road comes out of the farmer's profits.

MONEY covers a multitude of sins.

CYCLE PATHS IN STREETS.

REGARDING SIDE-PATHS.

Edward B. Linsley, Three Rivers, Mich., says, "We would like to have you give us some information of a practical nature in regard to street paths. We see a practical difficulty in building them in a town or village, for the reason that the street is crowned from the ditch to the centre; at the ditch begins a parking or embankment which extends to the sidewalk. In this parking are planted trees, and there are frequently telephone poles, so that it could not be utilized for cycle path even if the owners of the property were willing, which doubtless they would not be. If a cycle path is attempted to be put outside of the ditch it would raise an obstruction to the flow of the water, during a rain, from the street proper, and become cut up with little waterways, which would destroy its usefulness as a path. It is easy to see how a cycle path can be built next the fence along country roads, but in villages, or anywhere where there are sidewalks or side-paths, the above practical difficulty presents itself."

The following communication and pictures made from photographs sent by H. B. Huntington, Benton Harbor, Mich., and referred to in an early issue of the *L. A. W. BULLETIN*, shows how the problem has been solved in that city:



Our scheme is unique, in that we applied to the city council and obtained their permission to occupy a portion of the street, before any move was made. We then raised, among the wheelmen, a fund of \$150 and went to work. The city surveyor established the grade, and set stakes so that our "path" is eight inches above the street grade at all points.

The manner of construction was as follows:

Three feet of the street and equal amount of the tree lawn, between sidewalk and street was plowed to a depth of ten inches, the dirt was thrown up in a bank and a curb of ten-inch plank fastened to four-by-four oak posts driven three feet into the ground; the earth was then levelled back; wet down thoroughly and rolled, until the surface was four inches below top of curb. This space was then filled with cinders and refuse lime from the gas works, which was wet down and rolled, until we have a surface almost equal to asphalt and far ahead of macadam at its best.

The length of path is nearly one-half mile, the width six feet, and the cost complete was \$132.

The streets on which path is built are very sandy and almost utterly impassable for a wheel, and as there is a good deal of pedestrian travel along those streets it was necessary for us to devise some way to make it passable, without encroaching on sidewalks.

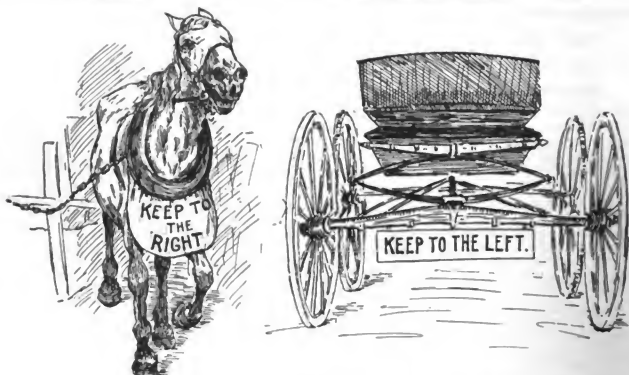


If any reader of the *L. A. W. BULLETIN* has a better plan for building village side-paths, his brother members of the League will be glad to learn what it is.

EDITOR L. A. W. BULLETIN:

I think some have overlooked some material facts concerning the advantages of a cycle path in the centre or crown of wide avenues or streets where practicable, and the disadvantage of two side-paths. Some of the advantages of the centre path are: First, they are out of the way of water carts, but it depends upon the nature of the road as to whether the watering cart will benefit them or not. Second, the height of such a path above the roadway would keep horse vehicles off. A curb may be substituted by posts or blocks when desired, of course; the crossings would be preserved. Third, the cyclist in the middle of the road would have better opportunities for looking about him, and so be the better able to see and avert danger. Fourth, non-venturesome riders and ladies would become much less nervous and much less likely to come in contact with runaways.

Some of the disadvantages of side-paths are: First, they would get the wash, sand, dirt, etc., of the crown of the road. Second, there is much more likelihood of collision from carriages, wagons, cyclists, pedestrians, etc., coming from right angles and crossing the path, as they cannot be so readily seen, and are upon each other sometimes before they are aware of the close proximity. Third, the side-paths are so frequently occupied by carriages stopping at the houses, and by wagons delivering goods, etc., to say nothing of the disposition of teamsters to hug the side or curb stone. So much so is this the case that the cyclist will not be permitted to occupy the side-path for any continuous length. I have had to turn out of the side-path as many as four times within six blocks, and at a time, too, when comparatively few vehicles were on the street. Fourth, being on the side of the road, the



paths naturally slope to the gutter, and there is a danger of the wheel slipping sideways, especially when wet and gritty.

A cycle path such as is found on the boulevard in Brooklyn, leading west to Prospect Park from Bedford avenue, if kept in good order, will be found to be all that is desired.

Cycle paths outside of lamp posts and trees and contiguous to the sidewalk, have the very serious objection of being used by children for their playground, as well as by pedestrians who would be likely to use them.

A properly-constructed cycle path in the middle of a wide street, will be free from all dangers of runaways and not accessible to teamsters, and all riders will enjoy a much greater immunity from the many evils by which they are now beset.

I know of three accidents, each resulting in death, which would not have occurred had a centre path been in use. Especially was this the case in that deplorable accident where the lady lost her life in Philadelphia, early this year. She was on the right side, and when struck by the runaway was actually riding in the gutter.

The greatest danger arises through the carelessness and disregard of others, whether wheelmen, teamsters or coachmen.

GEO. HAYES, No. 68,627-

230 W. 120th Street, New York, Sept. 18, 1896.

BACK NUMBERS OF THE BULLETIN.

We have on hand a few back numbers of the L. A. W. BULLETIN which we will send out as sample copies. Send us a list of names and addresses of non-League wheelmen, and we will do the rest.

RULE OF THE ROAD.

The above illustrations were made from a suggestion by Edgar D. Price, of Newark, N. J. In an accompanying note he says, "We all can read and our eyes govern our conduct promptly when we meet signs like 'Keep Out,' 'Beware the Dog,' 'No Coasting, \$5.00 Fine,' etc. Why not vary the monotony of your 'horse aprons' with 'Keep to the Right.' A cyclist ambling on the wrong side of the street, meeting a sign like that, would 'take a tumble' and 'get over.' So would wheeled vehicles and, given enough aprons, the millennium would appear to 'onset.' A small sign to the effect 'Keep to the Left,' screwed to the back of wheeled vehicles, would stop the deadly 'trapping' we are always indulging in between the wagon and the curb."

A MASSACHUSETTS member says, "In England bad hills are marked 'Dangerous for Cyclists.' Would it not be a good plan if our League could make some move in the direction of having this done here?"

It is already being done in many parts of the country, but not near so generally as it should be. Every dangerous hill should be clearly indicated.

A NEW YORK wheelman has a music box, beneath his cycle saddle, driven by a pulley on the crank shaft, and scatters "Sweet Marie" up and down the boulevard. Will a long-suffering public permit this?

THERE are some men to whom we'd pay
Sincere congratulations
In some happy manner, they
Could lose their reputations.

OREGON DIVISION.

Oregon has become within a remarkably short time one of the most promising Western divisions of the L. A. W. Less than a year ago, or at the beginning of 1896, there were only eight members in the State; but through earnest, active work on the part of her officers and members, she now holds



a place, according to membership, half way up the line of states and territories represented in the League, having on October 1st 287 members.

The division has been well organized, and Chief Consul Donnell, in his annual report says, "next year the membership should far exceed that of the present, inasmuch as the way has been well paved for future work, and it seems safe to predict that we will have at least one thousand members by the end of 1897." The division has under way the publication of a Road Book, which will be issued during the coming winter.

The accompanying illustration, showing pictures of the officers and committee chairman and a facsimile of the official emblem, represents a neat piece of artistic work, which was recently completed by Mr. Ed L. Howe, an enthusiastic member of the division. The original is large and, being in colors, is very beautiful.

IT SEEMS almost impossible that there is peace and harmony in heaven—and a big choir there, also.

Among the real odd things of life
Are men who cannot get a wife.

"I WISH" AND "I WILL."

NIXON WATERMAN.

"I WISH" and "I Will," so my grandmother says,
Were two little boys in the long ago,
And "I Wish" used to sigh while "I Will" used to try
For the things he desired, at least that's what my
Grandma tells me, and she ought to know.

"I Wish" was so weak, so my grandmother says,
That he longed to have someone to help him about,
And while he'd stand still and look up at the hill
And sigh to be there to go coasting, "I Will"
Would glide past him with many a shout.

They grew to be men, so my grandmother says,
And all that "I Wish" ever did was to dream,
To dream and to sigh that life's hill was so high,
While "I Will" went to work and soon learned, if we try,
Hills are never so steep as they seem.

"I Wish" lived in want, so my grandmother says,
But "I Will" had enough and a portion to spare;
Whatever he thought was worth winning he sought
With an earnest and patient endeavor that brought
Of blessings a bountiful share.

And whenever my grandma hears anyone "wish,"
A method she seeks in his mind to instill
For increasing his joys, and she straightaway employs
The lesson she learned from the two little boys
Whose names were "I Wish" and "I Will."

SOME PROBABLE SARCASM.

EDITOR L. A. W. BULLETIN :

After reading the terse directions under the caption, "Care of Chain," in the L. A. W. BULLETIN of Oct. 16, I have decided to employ a man to devote his whole time to the care of my chain. Others may take their early morning rides, but I shall have my chain soaked in kerosene all night; scrubbed with a brush next morning and rinsed in kerosene; then soaked in lubricating oil a few hours; wiped dry with cloth; put on wheel, and a very little graphite applied.

Allowing the chain-cleaner a reasonable time out for meals, there should yet remain fifteen or twenty minutes for riding before time to put the chain in soak for the next night.

Query: Were those directions instigated by the promoters of the chainless bicycles?

CHILLICOTHE, Mo., Oct. 21. W. F. CANADAY.

HE KNEW WHAT KIND.

An inhabitant of this city entered my store the other day to purchase a pump valve connection. Upon being questioned concerning kind of tire he wished it for, replied, in all seriousness, "a pneumatic tire." No. 80,398.

SCRANTON, PA.

The Double Toll.

The heaviest toll for the horse and the load
Is the one that is paid to the mud in the road;
For where, with good going, one wagon would do,
King Mud gets his toll and his taxes from two.

The best mud guard is a perfectly clean, hard road.

THE GOLDEN GATE.

NIXON WATERMAN.

GATES of gladness, gates of woe;
 Gates of virtue and of vice;
 Gates through which the erring go;
 Gates that lead to Paradise.
 Oh, to fling the portals wide
 Where the paths of joy await!
 Lamp of Goodness, be my guide,
 Lead me to the golden gate.

Long the way and dark the night:
 Many are the gates, alas!
 Who can tell with fainting light
 Which to ope and which to pass?
 Pain or pleasure may betide,
 Gracious love or blinding hate:
 Lamp of Goodness, be my guide,
 Lead me to the golden gate.

HEART TO HEART TALKS WITH CYCLISTS.

Always revile the road you happen to be riding on. If it is a boulevard, you can tell how much finer ones they have in other cities.

DON'T go to the expense of getting a regular cycling costume; any old thing will do to ride in. It would be the height of simplicity and good taste to wear an old dress suit with your sweater.

WHEN you are on a heavy road, don't fail to discuss the currency question with your companions. They cannot get away from you, and if they enter into the argument properly, the time will pass more quickly.

WHILE you are resting, it is a pleasant pastime to whirl your front wheel and run up a few miles on your cyclometer. If this is tiresome, you can hire a boy to do it for you.

IF you are riding with a lady, never slacken your pace on her account. If she can't keep up with the procession, she has no business to start out. Besides, she is so much stronger, physically, and her wheel so much lighter, on account of the guards, and her clothing so much more convenient and suitable, that she is no rider at all if she cannot keep up with you.

WHEN you are riding at night, don't fail to insult every lady rider you meet without an escort.

WHEN a woman so far forgets herself as to put any confidence in the chivalry and manliness of American wheelmen, she should be taught better.

IF ANY part of your fair companion's dress becomes disarranged, it is the proper thing to stare straight at her while she is fixing it. It would be very indelicate if you were to go ahead a little way and wait for her.

You can add greatly to your pleasure by audibly criticising the feet and ankles of the lady riders who pass you. But you should take precaution, and pay

no attention to those who have escorts. Some men have a peculiar respect for a woman, and if a freak of this class should overhear your remarks, he might make it unpleasant for you.

RUNNING over a dog or frightening a horse is one of the greatest treats a cyclist can have. If you are skilled enough to accomplish this frequently, you are to be congratulated.

ANY pedestrian who goes out at night without a bell and a lantern ought to be run into. Sometimes you can do this without inconveniencing yourself. But if you are riding on sidewalks or other places usually given over to them, it is a delicate compliment to ring your bell, that they may get out in the street and see you go by. MYRTLE REED.

A BLOCK OF FIVE.

The picture herewith shows five of the twenty-five wheelmen in Glenfield, Pa., the middle one of the group being the only League member in the town. They are resting on their way to Beaver Falls, where, a correspondent says, "some of them, while going into the dining-room of the hotel, let their belts out one hole (in anticipation of a swell dinner), and then after partaking of the same, look up at the



pretty girls in attendance (married men, too), with that Bret Harte, bland-like smile, and say, 'Yes, thank you, I'll take some pie'; then go out and tender the man at the desk forty cents, League price."

The foregoing letter was written some weeks ago, and by this time, no doubt, the League membership in Glenfield has greatly increased, as every wheelman is now anxious to be numbered with Pennsylvania's 10,000 elect.

A SINGLE grain of sense is better than a million of gunpowder in settling an international dispute.

Poor Eve without a mirror had to dress, so we suppose,
 But how she ever managed it "The Devil only knows."

She told him she did not favor his suit,
 And a sob came up in his throat,
 But it quickly expired when she said she admired
 His fur-trimmed overcoat.



A Ceaseless Tax.

Most farmers object when there's tollage to pay
But the mud in the road is a toll all the way.

GOOD ROADS BALLOTS.

IT IS said that "the road is the creation of man and a type of civilized society." Roads will not build themselves. Men must do it. In many communities one man does it or does not do it, as the case may be. And in a great many cases he does n't.

The man in charge of the road-building, in many rural neighborhoods, is a law unto himself. He can have the roads worked well or he can sadly neglect them, and nobody brings any force to bear on the subject.

Now, supposing the road-master in each locality should ride a bicycle. Don't you believe that he would use the means for making roads to the best advantage? Or suppose him to be a wide-awake, thinking man, of good business ability, and possessed of the knowledge that two and two make four, would he not know what to do?

In casting their ballots wheelmen should choose the men who will make the best laws under which good roads may be built, and elect to office those who do the best work under the laws as they exist. From president to path-master, pick out the man who will do you the most good.

A GOOD ROADS PLANK.

At a meeting of wheelmen and other citizens of Lowell, Mass., held for the purpose of devising plans for bettering streets and highways, the following "plank" was adopted:

In the highways of a country, one can read the character of the people who dwell therein. In the streets of a city, one can read history. Our streets and highways tell tales to every stranger that visits us for good or evil. As citizens, we have an active interest in the welfare and prosperity of our city and State, in the honesty and integrity of our officials, in the wise and economic expenditures of our money.

Of the internal working and management of the municipal machinery we may know nothing; but of its outward appearance, we may know everything. "By their works ye shall know them." We believe that the most practical, economic and beneficial method to build up a successful and prosperous city is in the practical and economic construction of good roads and streets. We believe in a road commission of trained and experienced men independent of the dictates

and authority of petty politicians. We believe that good roads should be first built under the supervision and direction of this commission in the best and most thorough manner and kept in that condition; that the unlicensed and unlimited disturbance of our streets and ways should be prohibited.

This is the spirit that should prompt the people of every city and community to unite their forces and carry to a happy finish their purpose to enjoy good streets and highways. Improper roads cost too much for any community to retain. Good roads are cheapest.

A SANDY ROAD.

IT HAS been repeatedly stated in the columns of the L. A. W. BULLETIN that the character and condition of a road is to be considered even more seriously than the length of it. The picture herewith proves the truth of the statements. This shows the road



about a mile east of East Lee, Mass. A correspondent states that although this road is sometimes used by bicycle riders, they often walk this part of it, and usually make the trip *via* Lee Centre, although it is twice the distance, rather than take this "short cut."

WIDE tires are road makers; narrow tires are road breakers.

EVERY self-respecting horse, if he had his way, would refuse to draw a narrow-tired wagon.

SOME roads are bad even in good weather, but a good road is good even in bad weather.

DO THE most of your next spring's road making this fall.

WHETHER a farmer is one hour or several from market depends largely on the condition of the road.

Don't get in a rut. Have it filled up.

League of American Wheelmen

.. Official Department ..

LEAGUE HEADQUARTERS,
12 PEARL STREET, --- BOSTON, MASS.

Officers for 1896 and 1897.

President, STERLING ELLIOTT, 12 Pearl St., Boston, Mass.

1st Vice-President, CHARLES F. COSMUS, Foughkerpie, N. Y.

2d Vice-President, A. C. CANNY MORRISON, Milwaukee Club, Milwaukee, Wis.

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Executive and Finance.

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H. W. ROBINSON, 50 State St., Boston, Mass.

A. D. WAIT, Cohoes, N. Y.

ED. H. GRONINGER, 121 West 4th St., Cincinnati, Ohio.
FRED. GRIFFITH, Montvale Building, Chicago, Ill.

D. W. ROBERT, 202 Washington Ave., St. Louis, Mo.
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DIVISION OFFICERS.

Consuls and agents should draw up division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA. Chief Consul, M. T. Stratford, Box 268, Birmingham.

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TEXAS. Chief Consul, F. W. Hope-Sherman. Secretary-Treasurer, C. F. Williams, 179 Elm St., Dallas.

UTAH. Chief Consul, C. N. Butler, Box 84, Salt Lake City. Secretary-Treasurer, W. S. Evans, Box 487, Salt Lake City.

VERMONT. Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, G. W. Grandy, Burlington.

VIRGINIA. Chief Consul, A. O'Neill, 41 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Rte. 18, Norfolk.

WASHINGTON. Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, Percy L. Sinclair, Tacoma.

WEST VIRGINIA. Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling.

WISCONSIN. Chief Consul, W. A. Brown, Marquette. Secretary-Treasurer, M. C. Roiter, 505 E. Water St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

RENEWAL BLANK

Application for Membership in the L. A. W.

ABOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

I, ABOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR Sir:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number _____ Date of Expiration _____

Name _____

Street and No. or P. O. Box _____

City _____ State _____

City and Division in which my home is and in which I should be attached _____

Division will be supplied at date of expiration.

Write reference on margin below.

NAME _____

STREET OR BOX _____

CITY OR TOWN _____

CYCLE CLUB _____

IF you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, when it can be easily exposed to view, and a pocket for seasonal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Calfskin holder, 10 cents.

ABOT BASSETT.

12 Pearl St., Boston, Mass.

BADGES and BUTTONS.

L. A. W. BADGE,
with royal purple rim. Gold, \$2.00.
Heavy plate, \$1.00. Sent by
insured mail.

OFFICIAL CAP PIN.

Size of cut. Enamelled front
in colors. Mailed to any ad-
dress for thirty-five cents.

OFFICIAL
LAPEL BUTTON.

Mailed to any address for
twenty-five cents. The same
button with catch pin for ladies' use.
Send orders for the above to

ABOTT BASSETT,
12 Pearl St., Boston, Mass.

DON'T SEND POSTAGE STAMPS.

VETERAN BAR.

Any member who has been
connected with the L. A. W.
for ten consecutive years is
entitled to wear the bar.
The bar is of gold, with the
word "Veteran" in enamel.

All orders must be sent to the secretary accompanied
by the price of bar, \$3.50. Bar with gold badge at-
tached, \$5.50. Members holding numbers less than 3460
may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and
moderate in price. It is of celluloid, steel bound, and
it exhibits both sides of the ticket without exposing it
to wear. It will be sold for ten cents.

STANDARD LEAGUE BADGE.

In order to supply a "long-felt want," we have had
made what we shall call the Standard League Badge.
It has a royal purple rim and is made in two qualities.
The gold badge we will send by mail for \$2 and a
plated badge for \$1. Those who desire a neat and in-
expensive badge may order of us.

ABOTT BASSETT, Sec'y.
12 Pearl St., Boston, Mass.

BADGE FOR THE LADIES.

We have had a few badges of the standard quality
set with a turquoise instead of a garnet. We recom-
mend these for the ladies and can supply them in the
two-dollar badge only.

JOB LOT.

We have a job lot of Russia Leather ticket holders,
slight worn or spalled in marking, ten cents each as long
as they last.

RACING BOARD.

F. A. Keller, Pigeon, Pa., is suspended pending in-
vestigation.
Suspension placed upon W. C. Mills, Kearney, Neb.,
has been removed.

La Crosse County Agricultural Society, West Salem,
Wis., and Dowsagie County Fair Association, Dowa-
gic, Mich., have been placed upon the list of those to
whom the sanction privilege is denied.

Permanent Suspensions.

W. E. Harmon and Godfrey Schmidt, Los Angeles,
Cal., for competing in unsanctioned races during term
of suspension.
T. O. Hall, Los Angeles, Cal., for officiating at un-
sanctioned races during term of suspension.

The F. Miller formerly announced as connected
with the Troquois Wheelmen, is not a member of this
organization.

Suspended.

For competing at unsanctioned races, Jesse James,
Latham, Mo.; James Adams, California, Mo.; Ivy
Newton, High Point, Mo., suspended for 90 days from
October 12.

For competing while under suspension, six months
has been added to the term of Arthur Dakin, New
Orleans, La., making his suspension expire Jan. 17, 1907.
Charles A. Griffin, Bayonne, N. J., suspended pend-
ing return of prize.

For competing in unsanctioned races, Charles Bell,
John Briggs, Warren Wilson, Frank Parmley, Frank
Roe, Burlington, Kan.; Harry Johnson, W. Shilling-
ford, W. Phillips, D. Cray, W. Heuser and ———
Jarker, Newton, Kan., are suspended for 90 days from
October 15.

For entry, F. B. Maxwell, Anderson, S. C.,
suspended for six months from October 15.
For repeated false entry after warning, Thornley

Hudson, Phillipsburg, Pa., suspended for 90 days from
October 15, and thereafter until entry fees are paid.

For repeated false entry, J. J. Heiges, Brockway-
ville, Pa., is suspended for 90 days from October 15,
and thereafter until entry fees are paid and prize re-
turned.

For competing at unsanctioned races, W. F. Selby,
of Peoria, Ill.; W. S. Tarnhill, Peoria, Ill.; H. Har-
kins, Nashville, Wis.; Bert Hicks, Merrillan, Wis.;
——— Kittell, Neillville, Wis., are suspended for 90
days from October 16.

For competing at unsanctioned races after warning,
Hugh Bennett, Hartford, Mich.; H. W. Williams,
Michigan City, Ind.; Fred Northrop, Benton Harbor,
Mich.; Charles Tuttle, Dowsagic, Mich.; Claude Bab-
cock, Dowsagic, Mich.; George Salter, Dowsagic,
Mich.; C. M. Sedor, Dowsagic, Mich.; John Austin,
Dowsagic, Mich.; Ed. Emmons, Dowsagic, Mich.;

James Smith, Dowsagic, Mich.; Frank E. Mather,
Dowsagic, Mich.; George Martin, West Salem, Wis.;
J. S. Johnson, West Salem, Wis.; M. Nutting, Mid-
way, Wis.; H. M. Pierson, Sparta, Wis.; Harry
Kurtman, Sparta, Wis.; D. G. Anderson, H.
Perkins, A. Wenterton, D. Paul, O. Erickson, A. Gun-
derson, A. Anderson, H. N. Hudson, Joseph Neas,
John Bremberg, E. A. Rudolph, John Sheridan, Robert
Currie, G. W. Klein, H. P. Johnson, Fred Larson,
Fred Johnson, Charles Johnson, Mount Street, T.
McCormick, W. G. Bruckman, F. K. Feltinger, Joseph
Math, A. Pouley, P. Alringer, A. C. Ipen, Charles H.
Moyer, Joseph Cical, C. E. Carlson, W. Fleming,
James Jenic, F. Hendry, A. King, all of Chicago, Ill.,
are suspended for six months from October 16.

For competing at unsanctioned races, L. F. Helm,
H. Hoag, Jess, Neyes, Corwin Stein, Bert De
Koye, W. M. Dickerson, of Harbison, Wis.; Ross Kel-
logg and Ed. A. Rockwood, of Portage, Wis., are
suspended for sixty days from Oct. 16.

For competing while under suspension, one year has
been added to the term of J. J. Benneken, Chicago, Ill.,
making same expire Dec. 3, 1907.

For false entry, H. B. Sutherland, Mpls, Ill., is sus-
pended for sixty days.

Declared Professionals.

Allen Boyle, Topeka, Kan., clause (a).
Alfred C. Abbott, New Orleans, La., clause (f).
James Adams, California, Mo., clause (a).
Ivy Newton, High Point, Mo., clause (a).

Jesse James, Latham, Mo., clause (a).
Chas. L. Case, New Orleans, La., clause (b).
Arthur Dakin, New Orleans, La., clause (b).
A. J. Michael, New Orleans, La., clause (b).
Frank T. Gunther, Lakeview, Ore., clause (a).
J. B. Ruff, Chicago, Ill., clause (a).
D. R. Medford, Ore., clause (a).
Dave Brichaux, Baker City, Ore., clause (a).
Walter Palmer, Baker City, Ore., clause (a).
Robert Palmer, Baker City, Ore., clause (a).
Tom Robinson, Baker City, Ore., clause (a).
A. V. Starke, Ferndale, Cal., clause (b).
A. A. Johnson, Aberdeen, Wash., clause (d).
Paul Powell, Evansville, Ind., clause (a).

J. E. Cannon, Corpus Christi, Tex., clause (b).
F. B. Maxwell, Anderson, S. C., clause (a).
Robert E. Wolfe, Anderson, Ind., own request.
W. F. Jucker, Indianapolis, Ind., own request.
Lemuel Tucker, Cortland, N. Y., vote of Board (cir-
cumstantial case).

F. A. Gately, Cortland, N. Y., vote of Board (sus-
picious circumstances).
J. W. Smelser, North Peoria, Ill., clause (a).
E. O. Glenn, Cheyenne, Wyo., clause (b).
John Green, Cheyenne, Wyo., clause (b).
Amos B. Hughes, Denver, Cal., clause (a).
J. A. Matheson, Chicago, Ill., clause (b).
C. M. Bennett, Chicago, Ill., clause (b).
J. B. Ruff, Chicago, Ill., clause (b).
Gus Steele, Chicago, Ill., clause (b).
Jos. Houseman, Chicago, Ill., clause (b).
Anton Stolz, Milwaukee, Wis., own request.

W. C. Mills, Kearney, Neb., clause (b).
Elmer Linn, Aurora, Ill., clause (b).
W. C. Mills, Kearney, Neb., clause (d).

PENNSYLVANIA DIVISION.

To the Pennsylvania Division: If "An Old Mem-
ber" will kindly send me his address, I shall be glad
to answer his inquiry of the 20th of October concerning
advertisement of the mail vote.

S. A. BOYER.
Oct. 21, 1896.

PENNSYLVANIA DIVISION.

A ballot having the names of candidates for officers
throughout the state has been sent to every member.
If any member has not yet received the same, a duplicate
copy will be mailed on request to the Division Head-
quarters.

P. S. COLLINS, Sec.-Treas.

PENNSYLVANIA DIVISION.

It is apparent that many members have sent com-
munications of various sorts to Division Headquarters en-
closed in envelopes containing mail votes. Under the
by-laws these envelopes cannot be opened before
November 15th, and they will probably not be opened
before November 20th. No letters containing therein
can receive attention before that time.

P. S. COLLINS, Sec.-Treas.

COLORADO DIVISION.

At a meeting of the Nominating Committee held in
this city on October 5th, the following gentlemen were
nominated for L. A. W. offices for year 1897:

Chief Consul.—Charles Willmott Dawson, Colorado
Springs, Col.
Vice Consul.—Paul I. Aldrich, Denver, Col.
Secretary-Treasurer.—Harry M. Booth, Denver, Col.
Representative.—Harold W. Clark, Aspen, Col.
Representative.—George M. Scott, 551 16th street,
Denver, Col.

Representative.—J. H. Parsons, Boulder, Col.
Oct. 7, 1896. W. I. DOTY, Chairman.

TENNESSEE DIVISION.

At a meeting of the Official Nominating Committee
to name officers to serve the ensuing year the following
gentlemen were unanimously nominated:

Chief Consul.—C. J. Scherer, 211 Main street,
Memphis.

Vice Consul.—Cooper D. Schmitt, 101 North 3d
street, Knoxville.

Secretary-Treasurer.—E. L. Menager, Memphis Na-
tional Bank, Memphis, Tenn.

Representative.—F. G. Buttorff, 217 North College
street, Nashville. HENRY HOTT, Committee.

Memphis, Tenn., Oct. 17, 1896.

NORTH CAROLINA.

The following members of this division have been
appointed by Chief Consul F. H. Kerrigan to act as
the Returning Board for the purpose of counting the
ballots cast at the election for officers being held here
between October 15th and 25th:

Chas. Albert Adams, Chairman; Robert M. Welch,
J. S. Conwell, J. T. Conroy, Gustave Sachs, all of San
Francisco, Cal.

A meeting of the Board to count the ballots will be
held on Monday evening, October 25th, at the Good-
fellow's Grotto, this city, at 8 o'clock sharp.

STANLEY G. SCOVEN, Sec.-Treas.
SAN FRANCISCO, CAL., Oct. 17, 1896.

FLORIDA.

I beg to announce the following appointments of local
consuls for this state:

F. E. Coomb, Chipley
John E. Harris, St. Francis
D. Ralston, St. Augustine
E. G. Bonifay, Roberts
David Kugelman, Pensacola
R. G. Hudnell, Baydud
H. Herzig, Jr. Gallowayville
Oct. 21, 1896. D. H. GROUT.

OKLAHOMA DIVISION.

As the ballots are being sent out for the annual elec-
tion of chief consul for Oklahoma, I hope no member
will neglect to vote for some one, be sure and mail your
ballot in time.

There has been no nominations for this office, and I
will take the liberty to say I am again a candidate for
office of chief consul, and should you see fit to vote for
me and elect me, I will endeavor to fulfil the duties of
the office to the best of my ability. I thank you all
for your past support, and await the decision of your
votes.

CHAS. L. WENNER, Chief Consul.
PERRY, Oct. 22, 1896.

OKLAHOMA DIVISION.

As an inducement to L. A. W. members in Oklahoma
to get to work and secure a large membership, I will
offer as a premium to any one sending me the applica-
tions, together with the \$1.00, of 25 new members be-
tween this and Jan. 1, 1897, one Eastman No. 4 Bullet
Kodak, loaded with 12 exposures, together with a nice
leather carrying case. This outfit will be valued at
\$10.00, and now who will win it? Remember all ap-
plications and money must be sent direct to my address,
Perry, O. T., in order that you get the proper credit.

CHAS. L. WENNER, Chief Consul.
PERRY, O. T., Oct. 22, 1896.

QUALIFIED LEAGUE CLUBS.

LAST NO. 2. Total, 15-195.
Connecticut, 1-4.

Indiana, 2-5.

Tri-angel C. C., Ft. Wayne

208 Huntington C. C.

Iowa, 2-11.

Fort Madison L. A. W. Club,

279 Ottumwa C. C.

Kansas, 1-8.

The Parsons Cyclers.

Maryland, 1-1.

26 Maryland Bl. Club, Baltimore

Massachusetts, 1-30.		
656 Blue Hill Whinn. of Dorchester.		
New Jersey, 1-7.		
3 Essex Bl. C.,	Newark	
New York, 3-20.		
174 Manhattan 19. C.,	New York City	
547 Cohoes Whinn.		
599 Schenectady Co. Wheelmen		
Ohio, 1-15.		
693 Willard C. C.,	Toledo	
Pennsylvania, 2-22.		
300 Erie Wanderer C. C.		
543 West End Whinn.,	Wilkes-Barre	

RENEWAL LIST NO. 14.

Including renewals from Oct. 12 to Oct. 23 inclusive.		
Alabama	1	Nevada
Arizona		
Arkansas	2	New Hampshire
California	1	New Jersey
Colorado		New Mexico
Connecticut	5	New York
Delaware	1	North Carolina
District Columbia	4	North Carolina
Florida	1	North Dakota
Georgia	13	Ohio
Illinois	1	Oregon
Indiana	1	Oklahoma
Iowa	3	Pennsylvania
Kansas	3	Rhode Island
Kentucky	1	South Carolina
Louisiana	1	South Carolina
Maine	4	South Dakota
Maritime Provinces		Tennessee
Maryland	6	Texas
Massachusetts	30	Utah
Michigan	3	Vermont
Minnesota	3	Virginia
Mississippi	1	Washington
Missouri	40	West Virginia
Montana	2	Wisconsin
Nebraska	1	Wyoming

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two recent stamps for a Constitution and By-Laws.

Boston, Oct. 20, 1896.		
Total, 686-70,884.		
Over 134,000, ALABAMA, 1-45.		
Unattached.		
505 Allen, H. M., 24 E. 3d ave.,	Birmingham	
Over 134,000, CONNECTICUT, 5-1,207.		
Middleton W. C.		
506 Russell, T. B., box 216,	Middletown	
Unattached.		
7 Chaffee, Eugene W.,	Moodus	
8 Denfield, A. Floyd,	Noroton	
9 Hilt, W. F.,	Wareham	
570 Montgomery, J. R.,	Windor Locks	
Over 134,000, DISTRICT OF COLUMBIA, 3-276.		
Unattached.		
571 Buckman, W. A., 1113 P. St., N. W.,	Washington	
2 Oliver, John N., 1725 Riggs st.,	Washington	
8 Stecker, A. W., 812 1st st., N. E.,		
Over 134,000, GEORGIA, 1-94.		
Unattached.		
574 Maynard, Harry, 406 Auburn ave.,	Atlanta	
Over 134,000, ILLINOIS, 11-3,158.		
575 Watson, T. T., box 405,	Highland Park	
Unattached.		
6 Gates, Mrs. Wm. S., 2725 No. Lincoln	Chicago	
St. Matlen X.,	Danco	
8 Hiv, Samuel,		
9 Evans, Mrs. M. E.,	Godfrey	
580 Maynard, Geo. K., box 42,	La Harpe	
1 Yeager, E. F.,		
2 Afteller, Geo. S., 133 No. 9th ave.,	Maywood	
3 Fenick, N. S., E. Capital ave.,	Springfield	

4 Prince, John A., 628 E. Capital ave.,		
5 Jagger, F. K.,		
Over 134,000, INDIANA, 1-975.		
Unattached.		
586 Williams, John S.,	Bedford	
Over 134,000, IOWA, 1-1,386.		
Unattached.		
587 Rodgers, W. F.,	Port Madison	
Over 134,000, KANSAS, 5-753.		
Arkansas City B. C.		
588 Hoyt, E. A., 124 So. Summit, Arkansas City		
W. W. A.,		
9 Kitchner, Dave, 131 No. Main,	Wichita	
590 Vail, Ed., 106 E. Doug.,		
Unattached.		
1 Bromelsch, Walter W.,	Lawrence	
2 Crippen, H. D.,	Salina	
Over 134,000, KENTUCKY, 1-1,249.		
Unattached.		
589 Davis, Dr. Geo. W., box 176, Lawrenceburg		
Over 134,000, LOUISIANA, 19-289.		
Unattached.		
594 Alciatore, F., City Park,	New Orleans	
5 Hysr, Mrs. A. S., 1618 Callopie st.,		
6 Hyar, Jr. A. S., 1618 Callopie st.,		
7 Tzebel, R. J., 2526 Bienville st.,		
8 Tietjen, Wm. H., 1463 Octavia st.,		
9 Seidler, D. E., 2049 Burgundy,		
600 Leago, John, 2423 N. Haupt st.,		
1 McCarthy, Mrs. Arthur, Jr., 406 Dela-		
roand, Algiers,		
2 Byrne, Chas. A., 1317 Tulane ave.,		
3 Conners, James, Tulane ave.,		
4 Gelpi, Paul, 227 Decatur st.,		
5 Sully, Thos., 1103 Hennes b'ldg.,		
6 Daplan, John A., Main st.,	Patterson	
7 Gorch, T. B.,		
8 Harman, P. C.,		
9 Howell, Walter,		
610 Loveland, R. G.,		
1 Perkins, J. S.,		
2 Schmidt, T. W.,		
Over 134,000, MAINE, 3-498.		
Unattached.		
613 Hayward, H. W. (P. O. 39 Jarvis Hall		
T. Coll, Bedford, Conn.),	Presque Isle	
4 Husted, J. Purcell,	York	
5 Hedges, William B., 28-1 Corners		
Over 134,000, MARYLAND, 29-1,236.		
Harlem Wh'nn.		
616 Barth, W. Y., 1820 W. Fayette st.,	Baltimore	
Md. Bl. Club.		
7 Crane, Robert, 607 Fidelity b'ldg.,		
8 Carter, George, 38 So. Gay st.,		
9 Dwyer, D. W., 9 W. Calvert st.,		
620 Dyer, E. P., 1462 Park ave.,		
1 Dunbar, Frank W., Eq. b'ldg.,		
2 Edgar, C. S., National Howard B'k.,		
3 Gilpin, H. P., Light & Lombard,		
4 Jackson, J. H. S., 601 Fidelity b'ldg.,		
5 Mansley, R. Lee, 112 W. German,		
6 McCrley, Stran W., 131 Madison ave.,		
7 Schuster, Wm., 825 N. Eden,		
8 Stockbridge, Henry, Jr., 313 Lav b'ldg.,		
9 Stran, Thomas P., Jr., 704 Kastern ave.,		
630 Rogers, Karl, 2162 Callow ave.,		
1 Wilson, Jno. K., 14 W. German st.,		
2 Tyler, Harry G., Mer. B'k b'ldg.,		
3 Centaur Club,		
4 Lichmoller, F. J., 101 So. Bond t.,		
Unattached.		
4 Marchand, Dr. Geo. E., 115 Prince		
George st.,	Annapolis	
5 Pears, Edwin D., 98 Prince George st.,		
6 Rizer, A. M., 24 E. Madison st., Baltimore		
7 Culver, W. J., 741 W. Fayette,		
8 Elbert, George, Woman's College,		
9 Krug, Gustaf P., 415 W. Saratoga st.,		
640 McKinley, James E., 427 North ave.,		
1 Key, Harry H., 623 W. Franklin st.,		
2 Tims, Dr. S. J., 1325 Eldon ave.,		
3 Mathew, Mrs. H. Spencer, Morris, Oxford		
Over 134,000, MASSACHUSETTS, 26-		
Mass B. C.		
644 Noyes, Frank V., 30 High st.,	Boston	
5 Gordon, Frederick D., 533 Albany,		
Metropolitan W. C.		
6 Daison, Chas. F., 707 Shawmut ave.,	Plymouth Co. W.	
7 Bernard, William H., 11 Spring st., Brockton		
8 Spilde, C. W. C.,		
9 Smith, P. L., 175 Middlesex st., Lowell		
Malden B. C.		
9 Wray, Harry A., 18 Irving st., Malden		
Unattached.		
650 Atwood, Wm. H., 45 Purchase st., Boston		
1 Harrison, Philip, 45 Purchase st.,		
2 Knapp, James M., 8 Milk st.,		
3 Fairbanks, Frank D., 381 Washington		
4 Clough, C. H., 71 Park st., Brookline		
5 Crockett, W. S., 9 Monument st., Charlestown		
6 Houscaville, Mrs. E. L., 123 Evans st., Dorchester		
7 Glover, James W., 1387 So. Main		

8 Nesbitt, F. W., 250 Jackson st., Lawrence		
9 Turple, David, 88 Beltran st., Malden		
660 Cook, Oliver A.,	Marston Mills	
1 Creed, Howard,	Mattapan	
2 Blanchard, Walter F., box 24,	Plymouth	
3 Powell, Edwin H., box 405,	Westfield	
4 Adams, Lamson, M. 27, 29 Elm st., Worcester		
5 Bowker, Chas. H., 3 Harvard pl.,		
6 Emberg, A. Edwin, 21 Whipple,		
7 Harris, Henry F., box 282,		
8 Gage, Elbridge, 30 Richmond,		
9 Logan, James, 75 Grove st.,		
Over 134,000, MICHIGAN, 24-1,042.		
Detroit Wheelmen.		
670 Gamble, Theo., 227 Daubenton,	Detroit	
1 Campbell, Webb G., County Clerk's Office,		
2 Ely, Edward A., 253 Woodward,		
3 Eggenen, C. H., 132 E. Adams ave.,		
4 Kuehl, Chas. W., 157 Jos Camp,		
5 Stokes, George, Linden & 13th sts.,		
Ypsilanti L. Wh'nn.		
6 Church, Charles D., 213 Park st., Ypsilanti		
7 Hammerchmitt, Joseph, 812 Ballard st.,		
8 Hilly, Chas. L., 322 E. Congress st.,		
9 Horn, Chas. F., 605 E. Congress st.,		
680 Schaff, Mrs. G. H., 508 Forest ave.,		
1 Stoll, Frank, 412 Locust st.,		
2 Webster, Harry, 11 Hamilton st.,		
Unattached.		
3 Hammond, J. M.,	Ray City	
4 Bush, Miss Floy,	Charlotte	
5 Holt, Frank W., 199 Ferry ave., Detroit		
6 Turlin, J. B., Pearl st.,	Grand Rapids	
7 Birch, Arthur, 24 Vito st.,		
8 McQueen, Chas., 43 So. Union,		
9 Brown, Wm. A., 561 Ottawa st.,		
690 Rasmussen, James, 2201 Fulton,		
1 Richmond, G. E., 116 Canal st.,		
2 White, H. C., 16 Arcade,		
3 White, Nettie, 68 James st.,		
Over 134,000, MINNESOTA, 2-430.		
Unattached.		
694 Hall, Charles A., 2716 Univ. ave., S. E., Minneapolis		
5 Otis, E. L., 401 E. of Commerce		
Over 134,000, MISSOURI, 7-2,163.		
St. L. C. C.		
6 Lyan, Andrew B., 3947 Olive st., St. Louis		
Unattached.		
7 Searditt, Ed. L., 308 Garfield ave., Kansas City		
8 Fritsch, Otto,	St. Louis	
9 Heath, Willard P., 4338 Olive st., St. Louis		
100 Kaufman, Nathan, 5544 Barmer ave.,		
1 Belier, J. F. O., 3516 No. 9th st.,		
2 Rice, Austin, 1200 Locust st.,		
Over 134,000, NEBRASKA, 9-112.		
Turner W. C.		
703 Mink, J. Harry, 2230 So. 10th,	Omaha	
4 Brewer, W. T., 218 So. 15th,		
5 Miller, Harry, 1502 Farm,		
6 Gagan, John F., 1502 Farm,		
7 Lewis, Chas. H., 181 Jackson st.,		
8 Ostrander, W. B., 816 So. 22d st.,		
Over 134,000, NEW HAMPSHIRE, 1-153.		
Kreter Bl. Club.		
700 Colton, Henry Ewing,	Exeter	
Over 134,000, NEW JERSEY, 45-		
4,574.		
Owl Bl. Club.		
710 Tyler, William C., box 264,	Bordentown	
See Bright W.		
1 Poppings, Peter J., box 115,	Sea Bright	
2 Poppings, David S., box 115,		
N. H. Co. Creiers.		
3 Follmer, Harry, 656 Palisade ave., Jersey City		
4 Montalvo, C. F., 105 11th st., Hoboken		
5 Herdman, Walter, 212 Jane st., Sta. I.,		
6 Hrendenberg, Sadie, 511 Morgan st., Union Hill		
7 Becker, Henry, 620 Morgan st.,		
8 Ott, Frederick F., 405 Union st.,		
9 Fortie, Lulu, 508 Morgan st.,		
720 Prentice, F. N., box 39,		
1 Yeager, John, 146 Bergenline ave.,		
2 Deaver, Harry, 224 Jane st.,	Weston Heights	
3 Wilchman, Sophie, Elm st., West Hoboken		
4 Butler, Alvin, 347 West st.,		
5 Harman, Gustaf, 612 Hudson Bonle-		
var,		
6 Baker, Theresa G., 318 Elm st.,		
Unattached.		
7 Somers, Warren, 1920 Pacific ave., Atlantic City		
8 Collins, C. D., 717 New st., Camden		
9 Tuttle, J. E., Wintrop st., Englewood		
730 Hensberg, Henry W., 25 High st., Jersey City		
1 Riley, Thomas D., 21 Mable st.,		
2 Roberts, John, 14 Ocean ave.,		
3 Roth, Raymond, 88 Astor place,		
4 Howe, Louise H.,	Humbert	
5 Ayar, J.,		
6 Anderson, John R., 185 Mountain av., Mont-Air		

- 7 Gladding, Thomas E., 100 Mountains ave.,
8 Mattson, Alfred S., M. D., Moorestown
9 Hageman, W. J. R., 400 10th st., Newark
140 Holbrook, Dr. C. W. F., 2 Saylor pl.,
1 Lewis, F. W., 281 Mulberry st.,
2 Lewis, Mrs. F. W., 251 Mulberry st.,
3 Meeker, Dr. Chas. A., 29 Fulton st.,
4 Waterman, Geo. B., Main st., Orange
5 Loveland, F. N., 30 Essex ave.,
6 Howard, George, 86 Van Houten st.,
Fatserson
7 White, Charles R., Pittsburg
8 Clifton, Chas. B., 222 West 2d st.,
Fainfield
9 Hunt, Geo. B., 210 Fulton st.,
150 Gillies, George, Stockholm
1 Maria, Rimar H., 313 Academy st., Trenton
2 John, John H., 313 Academy st.,
3 Connolly, Joseph B., box 132, Westfield
4 Meisig, Fred R., Valley Road, West Orange
Over 134,000, NEW YORK, 244-
19,828.
Albany
750 Stark, Herbert, 62 No. Pearl st., Albany
8 Burgess, T. H., 143 No. Pearl st.,
9 Seymour, C. C., Brooklyn
7 Gately, Frank, 143 Bedford ave., Brooklyn
Midwood W.
8 Taylor, Alfred E., 23 Eaton ave., Flat-
bush Station,
Dutch Arms B. C.
9 Browne, H. Huffman, 215 Prospect pl.,
Orion.
70 Towle, H. F., Boys' High School, Brooklyn
Constitution C. C.
1 Dever, Hugh, 148 Bergen st.,
Orient C. C.
2 Powell, Henry I., 1263 Bedford ave.,
Park Whelmen Y. M. C. A.
3 Doxey, J. Wm., 540 11th st.,
4 Farnell, F. Morgan, 114 Prospect Park,
West.
5 Lewis, Ben M., 350 9th st.,
Vernmore.
6 De Homon, H., 134 56th st.,
7 Kahis, Frederick, 171 10th st.,
8 Stawmold, H. H., 414 34 st.,
Coboes Wheelmen.
9 Heber, Joseph C., 84 Onida st., Coboes
70 Patnam, Louis, 25 Columbia st.,
L. L. Wheelmen.
1 Kieppe, Louis, Bd'way & Steinway ave.,
Long Island City
Astoria C. C.
2 Andersen, A. J., M. D., 26 No. Steven st.,
3 Nenstadt, Maj., 261 7th ave.,
McCabe Wheelmen.
4 Leit, John L., 150 Nassau st., New York
Rover C. C.
5 Dehom, Miss M. E., 87 West 17th st.,
6 Mathews, Martin, 18th & 8th ave.,
7 Evans, Miss M. C., 63d st. & Bd'way,
8 Webb, F. E., 367 West 56th st.,
9 Richmond Co. W.
9 von Grunler, Geo., 46 Barclay,
Harlem Wheelmen.
750 Smith, Alfred L., 513 Grand st.,
Century W.
751 Henderson, Chas. E., foot East 118th st.,
Co. E. 8th Reg't C.
2 Sted, Arthur H., 375 Madison ave.,
N. H. Co. Cy.
3 Hinterhoff, Frank B., 225 7th ave.,
Lennox Cycle Club.
4 Strangner, Carl F., 257 West 128th,
Amrita.
5 Haight, A. V., 12 Liberty st., Poughkeepsie
6 Stockton, S. D., 333 Main st.,
Rockland Co. W.
7 Babcock, Philip J., Nyack
8 Cornell, Joseph I.,
9 Henderovered M.,
750 Smith, Ralph O.,
Queens Co. W.
1 Sanders, A. M., Richmond Hill
Salamance Bicycle Club.
2 Hagdon, Margaret R., box 514, Salamance
Unattached.
3 Vineberg, Archibald, 2 No. Pearl st., Albany
4 Brown, J. Howard, 220 Hendon ave.,
5 Bossett, G. M., 628 Madison ave.,
6 Richardson, C. W., Drawer B., Bath
7 Kennedy, J. W., Arlington Hotel, Binghamton
8 Clonney, J. S., 27 Chenango st.,
9 Allen, D. H., 150 Herkimer st., Brooklyn
800 Meen, C. J., 143 Berkeley pl.,
1 Blydenberg, Wilford I., 15 Jean place,
2 Brown, Henry K., 320 Carlton ave.,
3 Brown, Wm. E., 320 Carlton ave.,
7 Calver, Mildred, 117 W. Green ave.,
8 Burtenshaw, Mrs. J., 150 St. Johns
place,
9 Carlin, Max, 23 Sutton st.,
2 Cowing, L. L., 147 Watery ave.,
3 Durham, Thos. K., 81 8d ave.,
9 Foley, James C., 112 St. James place,
810 Greene, M. F., 261 Greene ave.,
1 Groppe, Joseph, 127 Wythe ave.,
2 Groppe, John, 127 Wythe ave.,
3 Hoffman, J. H., 287 Hester st.,
4 Herzog, E., 8 Second place,
5 Heston, J. L., 1025 Bushwick ave.,
6 Heller, William H., 275 47th st.,
7 Herman, Charles, 71 Elton st.,
8 Kiep, Henry A., 60 Hart st.,
9 Keating, R. F., 55 Montgomery pl.,
820 Koster, Adam, Jr., 115 Berkeley pl.,
1 Lichtenstein, Paul, 134 Amity st.,
2 Lockwood, Frank G., 141 Seventh ave.,
3 Miles, F. C., 376 Greene ave.,
4 Rutherford, 611 W. 47th st.,
5 Merry, Harry, Franklin ave.,
6 Mowatt, Charles G., 9 Cambridge pl.,
7 Nolia, Adolph, 125 Wythe ave.,
8 Peters, Harry H., 647 Marcy ave.,
9 Pettes, Harry E., 218 Lincoln st.,
830 Powers, Walter E., 94 Clinton ave.,
1 Smith, Harry, 306 7th st.,
2 Smith, Adolphus T., 226 Maratona,
3 Sparrow, John E., 263 Gold st.,
4 Snyder, S. B., 107 A. Halsey st.,
5 Sayler, Louis, 206 So. 4th st.,
6 Swan, Frank C., 196 6th ave.,
7 Swan, C. F., 461 9th st.,
8 Trost, Chas. A. H., 162 So. 2d st.,
9 Van Wart, Wm. H., 19 St. James place,
840 Witherell, A. T., 1307 Bushwick ave.,
1 Wills, L. W., 100 Flatbush st.,
2 Gluck, Otto E., 771 Carroll st.,
3 Heil, Geo. J., 334 Ford st.,
4 Henry, Charles, 262 6th st.,
5 Kressner, Miss Eliza, 2314 22d st.,
6 Kressner, Dr. L. D., 17 Jamaica pl.,
7 Powers, Geo. A., Jr., 85 St. James pl.,
8 Young, William, 8 Bd'way,
9 Broberg, Adolphus, 154 A 39th st.,
850 "Simons, Mrs. R. A., 747 Park st., Buffalo
1 Tillinghast, J. W., 422 Prospect ave.,
2 Adams, R. B., Jr., 400 Main st.,
3 Morse, Chas. F., box 355, Cassopolis
4 Canfield, Robert H., 27 W. Fourth st.,
6 Wheeler, Thomas B., 404 Sullivan, Elmira
7 Graves, H. P., 221 Birchwood st., Elmira Heights
8 Homan, Chas. E. C., East Hampton
9 Osborne, B. M.,
860 Livermore, Frank D., Far Rockaway
1 Carlin, Francis, C. C., Flushing
2 Gardiner, James, Main st., Highland Falls
3 Calkins, Jay T., 20 So. Toga st., Ithaca
4 Dieter, John, Fulton st. & Van Wyck, Jamaica
5 Stearns, Jay M., 306 Fourth st., Little Falls
6 O'Leary, Denis, Little Neck
7 Mack, Morris, 574 E. Houston st., New York
8 Agnew, C. E., Jr., 2nd West 36th st.,
9 Bass, Chas. K., 23 West Theatre,
870 Benham, Henry A., 19 Eighth ave.,
1 Brimmer, John, 14 6th ave.,
2 Clark, Chas. B., 20 East 52d st.,
3 Crawford, William, 252 West 78d st.,
4 Carroll, John, 1124 Park ave.,
5 Carroll, Mrs. J., 1124 Park ave.,
6 Congdon, H. S., 16 Exchange place,
7 Cline, John Jay, 101 West 80th st.,
8 Camp, George H., 15 East 40th st.,
9 Campbell, Alex. I., 382 West 40th st.,
880 Cook, Cornelius W., 25 Nassau st.,
1 Dean, W. B., 50 Bd'way,
2 Deninger, M. J., 46th st. & 16th st.,
3 Dewitt, G. H., 176 West 76th st.,
4 Kneiss, Homer F., 246 West 101st st.,
5 Krichenich, Morris, 11 W. 21st st.,
6 Krichenich, John, 102 East 104th st.,
7 Freeman, Dr. R., 905 Madison ave.,
8 Farley, Thomas P., 187 Ninth ave.,
9 Goodwin, E. P., 285 West 74th st.,
890 Gundersch, Henry J., O. P. Co. 80 Jarvis
Hall, T. C., Hartford, Conn.,
1 Hagen, C. L., 160 West 35th st.,
2 Joy, John B., 178 Front st.,
3 Kramer, Albert, 512 West 166th st.,
4 Kaiser, David, 35 Ann st.,
5 Kirby, Mrs. A., 32 West 82d st.,
6 Kinkad, Thos. S., 827 West 82d st.,
7 Lyons, John F., 441 Western Boulevard,
8 Litt, Jacob, 1 West 88th st.,
9 Lambert, Harry P., 367 West 117th st.,
900 McGee, John, 53 W. 111 st.,
1 Murphy, J. J., Jr., 802 5th ave.,
2 McEwen, Thomas A., The H. B. Clafin
Co.,
3 McHard, Morton H., 75 Leonard st.,
4 McCobb, James R., 29 West 42d st.,
5 Norton, George B., 365 West 28th st.,
6 Norton, Stanley M., 630 East 135th st.,
7 O'Connor, William H., 117 W. Green ave.,
8 O'Connor, John W., 632 Madison ave.,
9 Orvis, E. C., 150 W. 91st st.,
910 Prothy, Phinehas, 54 William st.,
1 Pirie, Washington, Woodcrest ave., &
De Voie st.,
2 Peterson, Fred, 344 East 52d st.,
3 Rowland, Edward, 47 Greens st.,
4 Rice, Henry V., 261 West 22d st.,
5 Schmitt, Mrs. Geo. J., Jr., 427 East 57th st.,
6 Setzer, John, Foot of East 57th st.,
7 Spencer, A. J., 308 West End ave.,
8 Widman, Robert, 1 Northborough Hotel,
Bd'way & 96th st.,
9 Sherer, John A., 120 Front st.,
920 Slayback, Edward F., 66 Bd'way,
1 Slayback, Robert E., 66 Bd'way,
2 Slayback, William A., 66 Bd'way,
3 Skele, Joseph, 336 East 57th st.,
4 Scheibman, Abram, 417 4th ave.,
5 Tomblase, Byron V., 608 West 61st st.,
6 Thackberry, Joseph, 221 Lexington ave.,
7 Tynberg, Dr. R., 821 E. 42d,
8 Torrey, Charles R., 230 E. 47th st.,
9 Uimel, Julia Stevens, box 1751,
930 Unett, Edward E., Lyceum Theatre,
1 Vogtlin, Arthur, 118 West 70th st.,
2 Werberner, F. W., 68 West 114th st.,
3 Wegmar, F. C., 44 Broome st.,
4 Williamson, Dr. Edw. L., 106 West
14th st.,
5 Bogert, Charles H., Jr., 414 West 147th,
6 Bothner, F. J., 304 East 58th,
7 Budelman, H. Amos, 207 East 110th,
8 Burkhardt, Edward W., Van Cleeve pl.,
Coneybridge,
9 Cannon, Daniel T., Box 122,
940 Cole, Isaac D., 167 Broadway,
1 Connolly, John Smith, McCalla Hotel,
2 Cunningham, William J., 225 St. Nicholas
ave.,
3 Duffy, M. E., 67 W. 60th st.,
4 Gregorius, George J., 323 West 81st,
5 Hennessy, Joseph K., 177th & Jerome
ave.,
6 Holby, J. Oakley, Jr., 112 West 126th,
7 Hill, Arthur, M. D., 129 West 81st,
8 Kommel, Louis M., 20 Lipenard st.,
9 Keveny, Henry J., 85 Water st.,
950 Lawrence, Mrs. I., 15 East 24th,
1 Mott, Clarence, 1040 Bathgate ave.,
2 McDonald, Thos. F., 152 West 20th st.,
3 Molendo, Herman, 238 East 92d,
4 Nichols, R. E., 9 Cedar st.,
5 Reck, John M., 420 West 58th,
6 Steinman, Jos. L., 19 Union Square,
7 Steinhart, Morris, 227 West 130th,
8 Strumenger, Charles L., Jr., 496 6th
ave.,
9 Webb, Chas. H., 801 E. 120th st.,
960 Willard, Thomas H., M. D., 492 West
End ave.,
1 Wilson, Wm. C., 50 Liberty st.,
2 Williamson, Jacob W., 91 Varrick st.,
3 Wolman, Alexander, 179 E. Houston,
4 Wolman, Jacob, box 703, New Rochelle
5 Albert, Ernest, Rochelle Park,
6 Fairchild, J. K., 243 King, Pelham
7 Young, Miss Alice, Port Chester
8 Boyd, Nathan T., 95 Cannon st., Poughkeepsie
970 Good, Jonathan, 18 Bain ave.,
1 Gamberta, Dr. A. R., 48 So. Chatham
st., Rochester
2 Jackson, Robert W., 143 Meigs st.,
3 Jackson, Mrs. Alfred, 143 Meigs st.,
4 Jameson, Arthur H., box 354,
5 Kaidelbach, J. C., 11 East Main,
6 Kallivay, T. L., 12 Mill st.,
7 Smith, O. M., 10 Arlington st.,
8 Compton, Chas. A., 12 Arcade,
9 Compton, Mrs. Chas. A., 12 Arcade,
980 Hall, Miss Joseph, 12 Rand. Park,
1 Haeker, Rudolph, 20 Madison st.,
2 Hendrickson, Dr. F. K., Lyell ave. &
State st.,
3 Board, Volney A., 11 No. Washington,
4 Hovey, Mrs. Chas. F., 70 Vick Park
Crescent,
5 Lennox, James G., 75 Harvard ave.,
6 Smeed, Ernest L., 220 E. & B. Building,
7 Roe, Dr. John O., 1 Merriman st.,
8 Wilborn, G. V. (P. O. Grammar School,
Haverford, Pa.),
9 Rhodes, Mrs. G. O., Clifton st., Salamance
990 Brown, L. W., 1528 So. Salina st., Syracuse
1 Hayes, Miss Minnie C., 214 W. Castle
st.,
2 Smith, Asa, 306 Harrison st.,
3 Daw, George W., 279 River st., Troy
4 Ireland, Gustav H., 215 West st., Utica
5 Hessel, August, 100 W. 10th st.,
6 Lecher, Victor R., 52 Genesee,
7 Connerston, James, 30 Second st.,
8 Culver, W. D., West Oneonta
Over 134,400, NEW YORK, 244-
12-1,626.
Capital City W., Sacramento
999 Andrews, L. W.,
Over 135,000, Sacramento
900 Roundy, Geo. H., 1130 8th st., Sacramento
1 Rambler B. C.,
2 Catter, Wm., 1162 10th st., Oakland
2 Menace, Frank, 1381 Market, San Francisco
3 Ingh, C. F., 1381 Market,

QUERIES AND ANSWERS

J. G. M.:—Address the secretary of the Cyclists' Touring Club, 47 Victoria Street, Westminster, London, S. W., for information regarding touring throughout England, Ireland and Scotland. The "British and Irish Handbook" will be found of much worth to tourists in those countries. Membership in the club costs three shillings and sixpence a year. The entrance fee is one shilling. The Handbook costs one shilling and sixpence.

A. H. J.:—Aside from enamel, we know of nothing except nickel-plating or paint that will stay on bicycle spokes and prevent them from rusting.

W. A. C.:—It is our cannon editor's opinion that the law will permit you to carry an unconcealed revolver on your wheel anywhere in this country.

IN ANSWER to a number of inquiries regarding the rates charged for carrying bicycles to Europe we learn from a printed agreement that the following steamship lines have adopted a uniform rate of \$2.50 for each bicycle carried to Europe for passengers, who will be required to pay this amount: Allan Line, Allan-State Line, American Line, Anchor Line, Atlantic Transport Line, Beaver Line, Cunard Line, Dominion Line, French Line, Hamburg Line, Netherlands Line, North German Lloyd, Red Star Line, Thingvalla Line, White Star Line, Wilson Line, Wilsons & Furness-Leyland Line.

For transportation of bicycles from Europe, arrangements must be made at the European port of embarkation.

THINGS SAID AND DONE.

It is said that bicycle riding will reduce flesh where there is too much, and add it where there is not enough. Both statements are true, under the right conditions; at all events, riding will reduce the adipose and the avoirdupois. Some fleshy men complain that although they lost a few pounds, yet the difference was not what was expected. There is a way, usually, for the rider, if he be a smoker, to reduce flesh to any point desired—to run it off at a two-ten gait. Let him ride at least thirty miles a day—ten in the morning, ten at mid-day and ten at night—in three hours, or, better, in two-and-a-half hours, and smoke all he can while riding. When the weight is reduced sufficiently, stop smoking,—then he will gain a little; but if

he continue to ride, the weight may be kept down somewhere near the lowest point.

HANDLE-BARS should be no longer, in a straight line, than the width of the body at the widest part. If you wish to pass through a narrow place that would just admit the body, you could not pass, ordinarily, with some of the long handle-bars now in use. Probably handle-bars will be reduced in length, as riders now use little more than twelve inches of the bar; indeed, many use only about six inches. The longer the bar, the greater the leverage; but the head turns so easily that, with those who know how to ride, there is need of little leverage.

KEEP the wheel bright and shiny as a pet horse well groomed. After every ride, dust with feather duster, and then wipe the enamel with a soft cloth. What's the use of having silver or nickel covered with mud? Keep the spokes polished. I've seen men whom a spot on the clothing or mud on the shoes would hurt more than a carbuncle riding wheels positively filthy—covered with mud, rust and with oil with which they had drenched the bearings. Spruce up!

If you must wear a sweater, don't imagine that it adds to your personal appearance. There are men who can take part in no sport or recreation unless they first make themselves hideous—unless they can put on overalls and a woolen shirt. The best place to wear a sweater is on the handle-bar—to be used after a hot run, if the weather be cool, to prevent taking cold.

When you see a horse and carriage approaching, driven by a woman looking wild and jerking the reins and biting her lips, and if the horse steps along lively with an independent swing as though he were having a good time, turns one ear back and then the other, and winks at you as much as saying, "She can't drive and knows it; she is afraid of me and knows that I know it, and if I decide to have a picnic—just run over the fences and across the bog below here, to get rid of a piece of bad road—I shall have it, you bet." If you see and understand all this, get over the fence quickly, climb a tree and pull your wheel up after you, and wait till the coast is clear.

PROVIDENCE, R. I.

GEORGE APPLETON.

AN L. A. W. CONGRESSMAN.

Hon. Amos J. Cummings, of the 10th New York District, has been in Congress for ten years. He is a League member and, hence, an enthusiastic Good Roads advocate. This may be an interesting fact to L. A. W. voters in that district.

Man uses his superior reason to compel dumb animals to draw loads over roads their instinct rebels against.

**WHAT HAS MADE
SINGLE-TUBE TIRES
FAMOUS?**

HARTFORD TIRES

OF COURSE.

Whenever you think of single-tube tires you connect them with the name Hartford.
The public do likewise



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Nor does the work which is soldered, if you use the

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Half gallon	2.00
1 quart	1.10
1 pint60

Testimonials from many large concerns if you ask for them. Sample by mail, 10 cents.

• • • •

ELLIOTT CHEMICAL WORKS,

NEWTON, MASS.



We'd hate to dwell upon this street
And in this shiftless place;
We'd really be ashamed to meet
Our neighbors face to face.
For no one, with a purpose stout,
And having noble blood,
Would e'er consent to slosh about
In such a sea of mud.

He Gives Millions.

The multi-millionaires would not
So badly hated be.
If all the "fellers" who have "rocks"
Were Rockefellerers, see?

A "squeaky" shoe may express
itself, even if it is tongue-tied.

It may be a joke to step on a
tack in the dark, but you can't
see the point just then.

'Talk is cheap — from a barber.
He can give it to you at cut rates.

MAN is in danger everywhere.
Mid all his circumstances,
For even at his own church fair
He still must take his "chances."

When the artillerymen hold a
dance, should it be called a
cannon ball?

SOME farmers who can't find
time to fix roads waste weeks in
hauling half-loads to market.

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OFFICIAL ORGAN
OF THE LEAGUE OF
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WHEELMEN.

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creation of man
and a type of
civilized
society

Vol. XXIV. Boston, November 6, 1896 Number 19



When roads are true, as roads should be,
in the still road, among the
trees, you can find a charm which gold
and coal cannot buy.

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A PROTEST FROM CANADA.

EDITOR L. A. W. BULLETIN:

As one of the oldest members of the L. A. W., I regret to see such a disparaging paragraph on page 540 of the issue of Oct. 23rd. about the fair city of Montreal. The author saves himself from being disliked by omitting to add his name or number,—forsooth, a very manly action. If the chances he took in riding on our not overcrowded streets had such an effect on the marrow in his backbone as to make him sell his wheel, it is evident that he hails from some quiet and peaceful rural district where teams are encountered but two or three times a day. I have seen more utter disregard of the rules of the road in many American cities than I ever have in Montreal. If this poor, lonely, unprotected American was afraid to ride unless under the protection of some organization, why did he not join the C. W. A., which is as powerful here in Canada as the L. A. W. is in the States? Or the Montreal Bicycle Club, the oldest club in America, would have gladly extended its protecting influence, and so have spared him the trouble of selling his wheel.

The rights of wheelmen are as firmly and promptly enforced here as in any city your unnamed correspondent can mention; and, more than this, bicyclists are not arrested for riding faster than a jog trot or for not having their lamps lit, as they are in some of the more pretentious American cities. If this American, who is so disgusted with our city, will call on the undersigned, he will see that sufficient protection is afforded him to allow him to get his wheel out again.

LOUIS RUBENSTEIN,

Chief Consul C. W. A., Montreal District.

L. A. W., 635.

HERE'S ANOTHER. NEXT!

EDITOR L. A. W. BULLETIN:

In a recent issue of the BULLETIN a rider, in or near Philadelphia, told how he was thrown from his bicycle by rabbits running between the wheels, at night. I do not doubt it, as I had a similar experience one morning riding through a little wood in Montclair, N. J. A squirrel started across the road and ran through my front wheel. I expected to see it killed and to be upset myself, but it was only caught in the wheel enough to throw it about ten or twelve feet in the air, brushing my ear as it described a circle, landing on same side of wheel. A little ahead it again ran through the wheels and up a tree on the other side of the road,—by no means a dead squirrel.

J. C. MASSA,

NEW YORK.

No. 30,772.

WHAT I. B. Potter says.

"The Bulletin gets better every week.

"In a recent trip through this State I found but one sentiment regarding it,—the boys all say it is 'great,' and they appear to get more satisfaction out of it than from any other advantage which League membership gives.

"I congratulate you,

I. B. Potter

ÆOLIAN "LYRE" BLASTED.

EDITOR L. A. W. BULLETIN :

Referring to a letter published in the BULLETIN a few weeks ago, in which was given the remarkable experience of a cyclist who had rabbits for obstructions on the roadway, permit me to give a fully as wonderful, but more pleasant, experience I had with some wild nightingales on one bright, sunny morning last summer. I had but recently attached an Æolian harp to my wheel by the method which has since become common, and was going at quite a lively gait, when I was suddenly surprised by the appearance around and about me of a dozen or more beautiful nightingales, three of which settled on my handle-bars. They there remained for fully five minutes, singing sweetly, but being frightened by the breaking of several rubber bands as I turned a corner too quickly, they flew from their perch, but hovered over and raced with me until, exhausted, they dropped behind. I told this to a friend a short time after it happened, and he, looking at me in compassion for half a minute, said, "You are just like your harp when the birds left it." Now, what did he mean?

No. 00000.

DR. BICYCLE CURES SCIATICA.

EDITOR L. A. W. BULLETIN :

In reference to Mr. Clarence A. Farnum's desire to hear from any one who knows of a case of sciatica rheumatism being brought on from riding a

bicycle, perhaps the following experience might interest him :

Two years ago I first began to suffer from sciatica in my hip, and notwithstanding the fact that I received the best medical treatment I could obtain in Philadelphia, my trouble was not diminished, and I was compelled to use a cane when walking, and on several occasions was obliged to take to bed for a week at a time. This spring my physician advised me to get a bicycle and ride every day. I got one the latter part of April last, and have been riding on an average about fifteen miles every day since then, and have been troubled with sciatica very little. The strangest part of the matter is, that if I do not ride for, say, five or six days, my hip gets very painful; but as soon as I have ridden five or ten miles I am all right again. I have not confined myself to short rides, but have taken all-day rides, and have experienced no trouble whatever. I rode from Boston to New York in four days in September, and last week made my first century run, and must confess I think Mr. Farnum's family physician has made a mistake in saying wheeling has caused the sciatica.

No. 127,777.

PHILADELPHIA.

EDITOR L. A. W. BULLETIN :

In your issue of Oct. 23d, under the heading of "The Lane Knee Difficulty," your correspondent, No. 126,205, says he has had no trouble since he



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New Features
of Modernized Ideas


Combine to make
"Gold Crank"

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BICYCLES

*Popular with all who appreciate
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"BUILT LIKE A WATCH"



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doesn't.

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always salable.

STERLING CYCLE WORKS,
CHICAGO.
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raised his saddle *to the limit*, "i. e., heel just reaching pedal when at farthest point."

If he will "raise his limit," and have his saddle so that his heel *not* reach his pedal at its farthest point by three and a half to four inches, riding left forward as he does, and sitting erect, he will find the increased ankle action will yield from 15 to 25 per cent. per day in distance. Such is my experience.

No. 20,192.

STRATFORD, CONN.

EDITOR L. A. W. BULLETIN:

I have been a sufferer from sciatica for the past ten on twelve years. I began riding about June 1st, and have ridden about 2,000 miles on an ordinary hard saddle, and I have not been as free from sciatic pain at any time in the past ten years as I have since I became a wheelman. No. 120,959.

A PENNSYLVANIA member says: "I have ridden at times when walking was too painful, and found, to my surprise, comparative freedom from pain. Sciatica comes and goes suddenly, and is mainly painful while in motion, with little or no pain while at rest."

ONE of my friends who rides much with me was troubled with pains in the knees after riding fifteen or twenty miles. He cured himself by lowering his saddle about three-fourths of an inch, and by rubbing his knees well for two or three nights before

going on a long ride with sweet oil and ammonia — one part ammonia and two parts sweet oil. This is a great liniment for any lameness.

PROVIDENCE.

A. M. CROWELL.

A NEW YORK wheelman who was troubled with a pain in his knee tried rubbing it with witch hazel, arnica, etc., and riding as usual. The pain continued to return until, by resting ten days and then riding easy distances, he got so he could make long rides without any pain. He thinks rest is the best thing for a lame knee.

CONNECTICUT ROAD BOOK.

The Connecticut Division has published a very comprehensive road book, containing twenty-seven sectional maps of the State. This book is furnished to members who have joined since April, 1896, free of charge; to old members at 50 cents in manilla covers, \$1.00 in leather covers.

Now doth the happy bicyclist
Improve each shining minute,
And make his steed of beauty whirl
For all that there is in it.

THE expense of maintaining Good Roads will be cut down when by narrow tires they are not cut up.

If you a listless languor feel,
Don't be woody, — ride a wheel.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

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Editor: STERLING ELLIOTT.

Associate Editor, NIXON WATERMAN.

NOVEMBER 6, 1896.

WHAT ARE WE HERE FOR?

The average person has some object in life. What is yours? And, were you to attain that object, would you be any happier, or in a position to make other people happier?

It is stated, as a matter of fact, that if most persons were to be prosperous in their real wishes there would be more unhappiness in the world than there is today.

All mankind is forever trying to cross a great, imaginary river. Men think if they were only on the other side of the river — no matter which side they are now on — everything would be lovely.

The truth of the whole matter is, that the conditions on the opposite sides of the river are very much alike. If a man could be happy on the other side of the river he can be happy on this side of it. The heart that is n't happy on earth could never be happy in paradise. Heaven is a condition, not a place. There can be heaven on either side of the river — if hearts so will it. It is given to but few mortals to have just what they like, but philosophy steps in and teaches them to like what they have.

Is there some river beyond which lies your imaginary happiness? Is it the River of Riches, the River of Fame, or the River of What Not?

Better try to be happy on this side of the river, for it is very probable that if you ever cross it you will meet with disappointment.

God gave man a heart and a soul, and the tailor sewed on his pockets. If your happiness depends on the accumulation of riches, you may as well give up in despair.

Total number printed this week, . . . **72,000**
Sent to paid Subscribers, **69,383**
Samples to Advertisers, Exchanges, etc., **2,617**

If you must possess things in order that they may be pleasing to you, there will not be much joy in the world for you, because most of the real blessings of life are not to be bought with money.

While the miser is cultivating a rich pocket you had better cultivate a charming eye and a delightful ear, a clear brain and a warm heart. It is not the thing seen, but the eye that sees it that determines its real worth and beauty.

A painting of rare beauty and finish, or a symphony of exquisite melody have not the power to charm a savage.

"Canst thou no sweet music hear?
Tune thy dull, discordant ear!
Canst thou see no beauty nigh?
Cure thy strange, disordered eye!
Earth has music to delight
If the ear but hears aright:
Earth has beauty everywhere
If the eye that sees is fair."

Try to find all the joy and beauty you can on the side of the river where you now are. Don't wait until you get across before you consent to see and hear joyful sights and sounds.

Sweeten your temper, strengthen your muscles, and mellow your heart. You can have something akin to heaven here and now, if you will. A bicycle, properly ridden, is the best every-day joy bringer, for all classes and ages, the world has yet discovered.

POTTER LEAVING THE UNATTACHED.

Isaac B. Potter, Chas. F. Cossum and David B. Hill are three L. A. W. bachelors who have done much for the wheelmen of the Empire State. Mr. Hill, as governor, signed the "Liberty Bill" which Messrs. Potter and Bidwell did so much to pass. Mr. Cossum was for years chairman of the Rights and Privileges Committee, and is now first vice-president of the National L. A. W. Mr. Potter is chief consul of New York, and chairman of the National Highway Improvement Committee.

In view of the large number of fascinating young ladies in that State, it has been a matter of some wonderment that these three gentlemen, who are facetiously known as "The Sutherland Sisters," could have lived to the present time unmindful of the probable joys of matrimonial felicity. However, "facts are stubborn things," even if bachelors were not, and there is no accounting for the eccentricities of genius.

The first one of the trio to discover that "no man can either live piously or die righteous without a wife" is Mr. Potter. He is to marry some time in the early part of this winter. The lady is Miss Cornelia Gilbert, now a resident of Atlanta, Ga., though a native of Connecticut. Our personal

New Clippers New Clippers



In about 3

months you will be placing an order for a new bicycle; you're probably thinking of it now. If you are one of the unfortunate victims of the auction rooms or cheap department stores, we are **sure** that you will want a new wheel, and that you are going to profit by your experience. **New Clippers** are among the "Standard makes." They are sold at honest prices, honest profits; prices that are **right**, and are never cut before the season closes. **No** bicycle is **perfect**, but in **New Clippers** you'll find less **imperfections** than any wheel sold at an equal price. We are willing to tell you all we know about them.

MADE BY THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.

No. 220 — Pratt.

New Clippers New Clippers



America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

knowledge of the people prompts a most heartfelt congratulation to both, and a sincere prediction that their matrimonial future will be mostly sunshine.

Mr. Potter has a national reputation as a fighter, but that is only his outside nature. At heart he is as gentle as a man need be to constitute a desirable husband, friend or neighbor.

Mr. Potter: In the language of our "genial" secretary, "we looks towards you and we likewise bows."

POSTER COMPETITION.

In answer to many inquiries, the Executive Committee of the L. A. W. desires to have made a poster that shall be an attractive wall ornament, so as to insure its being preserved by those who receive it, and it must advertise the L. A. W. in an effective fashion. It will be printed or lithographed in any necessary number of colors, and will be 18 x 24 inches. It should bring out the road improvement features of the League, and would naturally embody the winged wheel in some form.

Ten dollars is offered by the L. A. W. BULLETIN for the best detailed suggestion for a design, to reach this office before December 1st; and one hundred dollars by the L. A. W. for the best design to embody the general points covered by the prize suggestion, all decisions to be made by the Executive Committee. The matter will be fully gone over in these

columns early in December, as soon as a general plan for poster is decided upon, and ample time will be allowed for making the finished designs. When a satisfactory design is secured, an order will be placed for the printing of a quantity of posters.

THE HORSE TO BE VINDICATED.

After a long and apparently uninterrupted pilgrimage in the direction of the sausage mill, the horse finds an association that proposes to rescue him from what but yesterday looked like inevitable oblivion.

The Wholesale Saddlery Association, at a recent meeting, listened to the following earnest statement by its president:

"The bicycle manufacturers have had remarkable success in utilizing the press of the land to create a universal demand for their machines. The Saddlery Association should pursue a similar course. We should employ a man to counteract the articles that are sent broadcast about the decadence of the horse, one who would be capable of writing up something original about the horse, the live, moving thing, wherein every man and woman of taste delights, and a drive behind which sharpens the wits and lengthens life; and to contrast this with the dead iron bicycle, that wrings the perspiration from every pore."

Speaking of perspiration suggests the possibility that the gentleman may actually be learning to ride



PALMER PRIZES.

We won the prizes on the National Circuit this year without trying. Others strove to do the same thing—bent every energy to accomplish it—and failed.

Try as much as they can, it is impossible for other makers to equal the speed of Palmer Tires.

Competitors have made every effort to secure the results we obtain without the least exertion.

Thousands and thousands of dollars have been spent by envious rivals in high-salaried teams, to secure the majority of the prizes offered on the National Circuit, but Palmer Tires have always distanced the field.

Palmer Tires first appeared on the race track in 1893, and in that year every racing man in America and many in Europe rode them. Each year following, a great majority of the prizes have been won on Palmer Tires.

Fast tires are easy-running tires. Palmer Tires are fast tires—the fastest in the world.

It's the fabric—Palmer fabric—that makes them fast, and we put it in all tires—tandem tires, quad tires, road tires and the lightest of light racers,—the only difference being that the roadster contains more rubber than the racer.



THE PALMER PNEUMATIC TIRE COMPANY

133-139 S. Clinton Street, Chicago.

SINGLE-TUBE TIRES

"Don't never prophesy unless you know"

is a capital and a safe rule, especially in politics. But when

SINGLE-TUBE TIRES

increase from 15 per cent. in 1894 to 33 per cent. in 1895, and to 50 per cent. in 1896, it is safe enough to prophesy that the season of 1897 will see the bicycles of America shod with over 66 per cent. of Single-Tube Tires.

Licensed Single-Tube Tires are made only by the following manufacturers:

SINGLE-TUBE TIRES

The Pope Manufacturing Co.
 The New York Belting & Packing Co., Ltd.
 The Boston Woven Hose & Rubber Co.
 The Revere Rubber Co.
 The New York Tire Co.
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 The B. F. Goodrich Co.
 The Mechanical Rubber Co. of Chicago.
 The Hartford Rubber Works Co.
 The Hodgman Rubber Co.
 The Newton Rubber Works.
 The Palmer Pneumatic Tire Co.
 The Kokomo Rubber Co.
 The Mechanical Rubber Co. of Cleveland.
 The Indiana Rubber & Lead Wire Co.
 The Spaulding & Pepper Co.
 The Peoria Rubber & Mfg. Co.
 The Ideal Rubber Co.
 L. C. Chase & Co. of Boston.
 The Brooklyn Rubber Co.
 The North American Rubber Co.

SINGLE-TUBE TIRES

ALL OTHERS
ARE
INFRINGERS

Suits have been brought in every United States Circuit where infringements have occurred.

If further information is desired write to the owner of the Tillinghast patents, Theodore A. Dodge, Equitable Building, Boston, Mass.

SINGLE-TUBE TIRES

the bicycle, and has not yet passed that interesting point where he knows for sure whether he is "afloat or a horseback."

NEGLECTED STREETS.

An L. A. W. member residing in West Medford, Mass., calls the attention of the L. A. W. BULLETIN's associate editor to the sorry fact that the street on which the latter resides has been left in a most deplorable condition by the contractors, who put in a sewer. It is also noted that a similar operation has been performed by another contractor, on Pleasant street, Arlington, and the street is left in elegant condition.

We have no way of successfully refuting the charge that the West Medford street referred to is in bad shape, and that the Arlington street referred to is in good shape. They simply show the differences in city governments, and, in a reflex manner, they show the different temperaments of communities. No higher compliment can be paid to the good-natured forbearance of some towns than to merely call attention to the back-boneless manner in which their citizens permit a few petty office-holders, "clad in a little brief authority," to become masters, instead of servants, of the people. When a larger percentage of the voters of each community become wheelmen, whose blood really circulates, they will then elect some officers whose whole effort to please the people will not be entirely exhausted

in the work of getting into office: and then when a street is torn up for the purpose of laying a pipe it will not remain in unrideable ridges until the patter of the rain and the scratching of the sparrows, through the slow procession of the centuries, smooth it into shape again.

"Most any old thing is good enough for the people" so long as the public offices are deemed a sort of hospital for superannuated and hard-working political ward-healers. The people should govern for a while. Office-holders are hired men—not bosses. There is an officer, paid by the people, whose duty it is to see that the streets are properly looked after, but,—

"Where is the little boy tending the sheep?
He's under a haystack, fast asleep."

SUNDAY RACING.

The present attitude of the L. A. W. toward Sunday racing is that no sanctions are granted for races to be held on that day. At the last session of the National Assembly, the question of allowing each division to settle the matter for its own locality came up, and the vote was to the effect that no Sunday racing should be allowed. We learn that the question is to come up again at Albany, and would suggest that it be thought over carefully in advance, so that when members are asked to vote they may do so intelligently.

Highest
Grade



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Price

Always where it is wanted — never shy like the ordinary toe clip. Is not a clip, but simply a "stop." Your foot takes to it as naturally as a duck takes to water. *من اراد*
It means comfort, grace and greater efficiency. You will ride faster with less effort.

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MORGAN & WRIGHT TIRES ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN 96 HAVE THE
**MORGAN & WRIGHT
QUICK-REPAIR TIRE**
ASK EXPERIENCED REPAIRMEN
WHICH TIRES THEY LIKE BEST

MORGAN & WRIGHT
CHICAGO

THE WEAK SPOT IN THE LEAGUE.

The fortunes of business have made me a wanderer during the last three years, and I have had a chance to study the working system of the L. A. W. to good advantage. I think that I have discovered a weak spot, and my interest in the organization leads me to point it out.

I joined the League, many years ago, as a member of one of the largest divisions. As what I shall say in this connection will not tread upon anybody's toes, I will state that my home was in Massachusetts. I was an enthusiast and got many members to join. I became an official and helped to carry on the work of the division.

I found that the division could and did do something for its members. We were given a road book, a series of maps covering the whole State, a hand book with many readable and statistical articles. We had occasional Meets, where we had a good time and received many favors and perquisites. We got more for a dollar than any other organization that I ever belonged to has put forth, and I think I am not wild in saying we got five times as much.

Massachusetts was not alone in this, — other large divisions did the same.

I was sent by the company by whom I am employed, to a distant State to work up a certain line of business for them. I was a stranger in a strange land, and I began to look about me to find friends.

I looked up League members. There were wheelmen enough, but few belonged to the League. I found that many of these wheelmen had belonged to the League, but they gave up membership because they got absolutely nothing out of it except the BULLETIN.

I talked with one member, and he gave me a history of League affairs. "We go on," he said, "year after year, paying our money, and what do we get? The chief consul gets the money, but no one knows what he does with it. His financial statements, when made, give out so much cash received and so much paid out for expenses. What these expenses are no one knows, but they always take all of the money. I have been a member nine years and I never have got one thing except the BULLETIN and that does not come from the division. How can you expect us to show a goodly-sized membership with this state of things existing?"

I talked with a great many, and I always got the same response, "What am I going to get for my dollar?" I could promise nothing, and I had to settle down to a state of inactivity with the rest.

The next year I was sent to another station and I had precisely the same experience. A companion in the office gave me an idea of the situation in that State.

"Oh, yes," he said, "we have an occasional spurt for the League here. Last year a man whom we knew to be a hustler took hold of things. We had no League organization here and he started out to

RECRUITING L.A.W. AMMUNITION

A Chest Protector for Horses.

Made of cotton duck, wool lined, and used as a protection against wind and cold. The horse has always wanted Good Roads, and now the L. A. W. enables him to say so. The L. A. W. will pay the freight on any quantity you order. **20 cents each.**

If any considerable demand is made for them, we will get out some "Rule of the Road" aprons, such as were illustrated in the BULLETIN of Oct. 30th.

— We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cts. per book.**

A New Good Roads Pin.



The illustration printed herewith shows the size, general style and outlines of our new Good Roads pin, which has been designed to supercede the ones heretofore sent out. The League emblem of red and orange, on a background of white, is surrounded by a broad band of royal purple. If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each, plus five cents for packing and postage; over twenty and less than one hundred, one cent each, plus ten cents; one hundred and over, one cent each, and we pay the freight.

Good Roads Shields.



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L.A.W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **gold or silver plate, 30 cents.**

— An entirely new ticket holder, transparent on both sides, **10 cents.**

— ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS. —

get one. He went around with a paper and we each put up \$2.00. We got a grant and our hustler got elected chief consul. That was all. He never did another thing. I suspect he got some kind of a dividend from the National office, but, if he did, we never saw a cent of it and he never spent a cent of it for the good of the cause. When election time came around our hustler did n't make a move. No election was held and he kept right along in office as a hold-over. The League does nothing for cycling in our State, and it cannot expect to get members."

The above are two samples. I could multiply these indefinitely, for I talked League with every wheelman that I got a chance at.

Now, it seems to me that here is a weakness. When wheelmen pay their money they should see some return, and if they don't get it they will not stay with us. There is something radically wrong in the management of an organization where some get so much and others get nothing. We can see what becomes of the money received by the large divisions, but what is done with the money that belongs to the consulates?

I believe most earnestly that the paternal system of government should continue till a division becomes large enough to do something for itself. As it is now, the money is spread out into such little piles that no good can come from it. If the money coming from these little pocket boroughs were taken in bulk by the National organization, we should be

saved the expense incident to so many small offices, and I believe the member would get more out of it. He could not get less, for now he gets nothing.

We want a much larger membership, and we want to get a great deal of the increase from the smaller States. Can not our law makers devise the ways and means? No matter if a few office-holders are thrown down; the member will profit by their fall.

REFORMER.

A POOR INVESTMENT.

The following is the closing part of a campaign poster that was used in the recent election:

"\$77,526.59 were expended last year in repairing roads in Blair county (excluding Altoona city,) and all that remains of a permanent nature are the mud and ruts.

"Wheelmen are earnestly requested to send the address of themselves and others interested in good roads to the secretary, as this association proposes to make a campaign for good roads. Information on this subject can be had from the local consuls, League of American Wheelmen. LOGAN WHEELMEN ASSOCIATION, 1306 Eleventh ave., Altoona, Pa."

"The wages of sin is death,"


And along this one line, at least,

The average man is n't trying to plan

To have his wages increased.

IF YOUR road supervisor loves mud bury him in it.

..LOVELL "DIAMOND" BICYCLE..
TRADE MARK



THE WHEEL OF THE YEAR 1897

Will be ready soon.

Points about our '97 Model:
Fewest parts possible.
Simple in construction.
Durability throughout.

OUR MOTTO: Sell one—sell another.

John P. Lovell Arms Co.
MANUFACTURERS,
BOSTON MASS.

If our wheels are not represented in your locality, write us for terms and particulars for 1897.

\$1.25—REDUCED PRICE—\$1.25

BICYCLE APPLIANCE CO.

THE SIMPLEX
TRADE MARK
REGISTERED



[PATENTED]

With Tapering Rubber Plugs, is the Ideal Repair Outfit.

Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.

SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, \$1.25
ILLUSTRATED BOOKLET FREE.

Electric Cloth cleans everything. Try it on your Dirty Cork Handles.
Send 10 cents for Sample Cloth. Descriptive Circular Free. Agents and Canvassers Wanted. Write us.

Philadelphia Bourse,
Room 612,
P. O. Box 984,
PHILADELPHIA.

1897 . . . It is to be a . . .

Driving-Gear Year

Watch the chain development, and see how the

Pitch Line Chain will LEAD ALL.

WALTHAM MFG. CO.

Main Office and Factory,
WALTHAM MASS.

MISDIRECTED ENTERPRISE.

A concern in New York has been in the habit of sending out to each applicant whose name appears in this paper a long envelope, upon which is the word "official," in heavy-faced type. Inside the envelope is a blank, also containing the word "official," and in imitation of typewriting, the words

Your application for membership to the L. A. W. will receive prompt attention.

Then follows an advertisement of the goods sold by the firm which uses this deception.

It is hardly necessary to say that this meets with the earnest disapproval of the L. A. W. officials, and a request has been made that the practice be discontinued.

AN L. A. W. PLAY.

We are advised that a new play has been written in which are to be reproduced some of the scenes of the National Meet at Asbury park. The author says that he has considered the bicycle seriously, and treated it with the respect and consideration which it deserves. One of the scenes is a bicycle race, something on the plan of the horse-race scene in the "County Fair."

A FELLOW FEELING.

A Vermont member, who has tried it, says that he has received much better treatment both for himself and his wheel when the baggage-man happened to be a rider. There can be no doubt of the correctness of this observation. We have found the same thing in treating with railroad officials of higher degree. The man who rides a wheel is much easier to get along with, as he is in touch with the subject, and, to use a slang expression, "knows how it is himself."

BUFFALO BICYCLE ORDINANCE.

A convenient little booklet is issued in neat form for the use of wheelmen and others, by City Clerk Hubbell, of Buffalo, N. Y. It contains just what all users of the road want to know. The cover reads as follows:

"BICYCLE ORDINANCE OF THE CITY OF BUFFALO,
"Being Section 23 of Chapter IV. of the ordinances of said city, regulating the use of the bicycle therein, and also prohibiting the fast driving of horses upon its streets, with certain exceptions; regulating the use of vehicles, the loading and unloading thereof within said city, etc. Adopted Sept. 9, 1896. Compliments of MARK S. HUBBELL, City Clerk."

"Don't put your wheel away for 'keeps'
Until the snow is piled in heaps."



Automatic Brake
FOR BICYCLES.
DESCRIPTIVE CIRCULAR ON APPLICATION.
BAILEY MFG. CO., 189 La Salle St., CHICAGO.

PAT'D APRIL 10, 1904.
PAT'D MARCH 2, 1906.

Bicycle Mechanics...

Can get more information out of the American Machinist than any other paper.

Price, \$3.00 per year.

AMERICAN MACHINIST 256 Broadway, New York.

Road Rights and Liabilities of Wheelmen

By GEORGE B. CLEMENTSON.

Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities and towns, for injuries to wheelmen and wheelmen. The liability of wheelmen for injuries to others. This book cites about 150 cases, and is a carefully-written law book. One volume, pocket size. Price, paper, 50c., cloth, 75c., sent postpaid on receipt of price.

Address, STERLING ELLIOTT, Boston.

STOLEN. From Princeton, N. J., Oct. 16, Dayton Bicycle, Model E, 1896, No. 5,187. Maroon enamel; 26-inch frame; Hartford tires; Messenger saddle; adjustable handle-bars. Notify WALTER S. ELY, Princeton, N. J.

THE CANNON EDITOR

Appreciates the attention he has received and takes pleasure in giving space to the following, sent in by a member who has evidently had some practical experience:

He says, "In trying to reach the back-yard fence from the second story window with an ordinary iron boot-jack, the elevation should be about ten feet above fence. In this connection would add, a hair brush or bicycle pump is useless, a monkey wrench is fair, but a bottle of '— extract' * will be found best of all.

"Have lived in Boston and am personally acquainted with the cats, and understand your earnest desire for information. Please tell your cannon editor that if he will take his cannon and utterly destroy a certain long-tailed black and white feline who parades the alley back of West Newton street, Boston, at 11:30 P. M., exclaiming in loud and strident tones, Mar—rye—er—ow—ow—wow—, he will have amply repaid for above information and earned the everlasting gratitude of

"Yours for good roads,

"No. 108,342."

* For name of the extract, see advertising columns.

If you love a girl and seek some way,
Aside from telling her, to show it,
It is best to give her a hug, they say;
That's a "roundabout" means of letting her know it.



HANG IT!
WHAT are you going to do with your wheel this winter?
BEST way is to hang it from the ceiling.
HOW? With the Holdfast "Hang It" which works automatically.
TWO screw hooks put in ceiling and it's ready.
COST, complete—with cords, handles, screw-hooks, postage paid—50 cts.
SEND it back if not as we tell you.
THE CO., Unadilla, N. Y.

WE DON'T PROMISE

To keep this offer open indefinitely; so take advantage of it today.

GAMELAND is a finely-illustrated, dollar-a-year magazine, issued monthly. L. A. W. members can have it **FOR FIFTY CENTS.**

SEND FOR FREE SAMPLE.

GAMELAND PUBLISHING CO.

(INCORPORATED).

278 Broadway,

New York, N. Y.

INDIANA CHAINS



Universally used. Universally satisfactory. Special prices to members.

Send 50 cents for our beautiful Aluminum Fob.

INDIANA CHAIN CO., Indianapolis, Ind.

PRIZE MEDALS JOHN HARRIOTT 3 WINTER ST. BOSTON, MASS. **PINS**

The Best Yet and Free!!

To L. A. W. members enclosing 2c. stamp for postage, sample

G. W. COLE & CO.

111 Broadway, New York.

Manufacturers of the famous "3 in."

PAGE-MAKER CHAIN LUBRICANT.

You to judge its merit.

CHINESE LANTERNS WANTED.

It is suggested that the makers of paper lanterns would do well to get out a style having a winged-wheel emblem on the side. If some maker in this line will correspond with the L. A. W. Road Department, we would be glad to consider the making of an L. A. W. paper lantern in quantities.

BICYCLE LAMPS.


Should bicyclers be compelled by law to carry lamps on their wheels at night? That is a question of much interest in many localities. We would suggest that if the lamp is a good thing to wear on the bicycle, at least two of them should be used on each horse-drawn vehicle.

JERSEY CITY TURNER CYCLERS.

Annual entertainment and reception at Prasser's Central Hall, Monday evening, Nov. 2d. They have issued an elaborate programme, one page of which is devoted to the L. A. W.

AN INDIANA member says:—"An English custom of late origin is to wear the trousers inside the hose where one cannot conveniently use a suit to ride in. It also adds that the hose are treated to the same effects as golf hose in many striking effects. I think this is much better than getting graphite and oil on one's trousers."

**THE
L-A-W-**



The law of self-preservation demands that your handle bar be perfect. The law of science teaches you that metal is at times defective. The law of common sense teaches you that a rigid bar is far more fatiguing than a resilient bar. The

Fletcher Hickory Handle Bar

with the Patent Key Clamp,
is the only perfect bar made to-day. Unbreakable and resilient. Prevents fatigue and accidents. The whole handle bar story is told in a book which we send free.
SCHAUM & UHLINGER, PHILADELPHIA.

DIXON'S GRAPHITOLEO

Lubricates not only the chain and sprockets, but also the pins in the links of the chain, which stick Graphitoleo can not do and is not intended to do. For gun locks, for copying presses and for office chains it is unequalled. If your dealer does not keep it, mention the L. A. W. Bulletin and send 20 cents for sample.

JOS. DIXON CRUCIBLE CO. - Jersey City, N. J.

SADDLE ADJUSTMENT.

BY WALTER LEROY SMITH.

I have been an interested reader of the different articles on this subject which have appeared in the BULLETIN of late. The one by the "medical gentleman," in the issue of October 16th, strikes me as strangely impracticable. The running gears in different machines are of various heights from the road; also cranks are of various lengths, and few riders are perfectly proportioned, hence the seeming fallacy of his rule.

I have ridden 10,000 miles and, being of an experimental disposition, have tried all sorts of adjustments for my saddle. My convictions are as follows: No one thing will tire a rider so quickly as an improper adjustment of his saddle. If the saddle is too high every revolution of the pedals causes the rider to slide from side to side, strains the muscles of the legs and back, and brings almost the entire weight of the body upon the end of the spinal column. If the saddle is too low the muscles of the legs are cramped into an unnatural position, and have no opportunity to relax themselves. If the saddle is perfectly adjusted the muscles of the legs have a little rest alternately, as each pedal reaches the lowest point in its revolution. It is estimated that the human heart rests nine hours every twenty-four. It gets this rest between beats. The muscles of the legs will rest in the same way at each revolution if the saddle is adjusted properly.

The Best Is the Cheapest.
JAEGGER

POOR
WORN DRIFTWEAR
BACK STITCHING
ARMED
RIGID
BUILT
CYCLES OFFER
BUILT AND BUILT

Illustrated Catalogue Free by Mail.

IN NEW YORK CITY:
FLAM DETAIL, 115 FIVE AVE., below 42 St.
SOUTHWEST BRANCH, 115 Broadway, near 30th St.
SOUTHWEST DEPOT, 121 Broadway, bet. Courtland St.
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Get Goods
without the
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Our Goods are
guaranteed to
be
perfectly
and
satisfactory.




BUY NO INCUBATOR

and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will send you ours on trial, not a cent until tried, and a child can run it with five minutes attention a day. We won First Prize World's Fair and we will win trial. Our ready customer if you will only buy ours on trial. Our large catalogue will cost you five cents, and give you \$100 worth of practical information on poultry and incubators and the money there is in the business. Plans for Brooders, Houses, etc. \$5.00. Send in the names of three persons interested in poultry and \$5.00, and we will send you "The Bicycle: its Care and Repair," a book of 180 subjects and 10 illustrations, worth \$5.00 to any bicycle rider. Van Culin Incubator Co., Box 558, Delaware City, Del.

To get a proper adjustment, fasten your saddle as nearly right as you can judge, and then sit on your machine. You will probably try several times. When you have it so that your heel will just touch the pedal at its lowest point, and leave your leg perfectly straight with the body sitting squarely upon the saddle, you have it right, so far as height is concerned. The question whether the saddle shall be forward or back of the perpendicular post must be determined by the taste of the rider and the make of the wheel. My own saddle is in front very close to the perpendicular. I ride day after day with my saddle adjusted as I have set forth, and handle-bars just low enough to throw a little weight upon my arms. If I get tired at all "I am tired all over," and not in one or two places; viz., the small of the back and the muscles of the legs. I therefore conclude that I have found the proper adjustment for my saddle.

SALER, MASS., Oct. 28, 1896.

[The "fore and aft" location of a saddle may be determined by placing the front end of it "plumb" over the crank-axle.—Ed.]

SEVERAL weeks ago two young men left a tandem wheel at a boarding stable in Trenton, N. J., to be called for in a few minutes. They never came back. It is still there, and is to be sold to pay storage charges. Is it a stolen wheel?

AROUND LONG ISLAND SOUND.

It was on a beautiful September morning, at 9.30 o'clock, that the "Chi-My-Dell-Harts" swung themselves into the saddle at East New York, and peddled along the broad, hard road towards Merrick (a description of which would be superfluous in these columns). Following the well-known "century run," over roads magnificently built and kept in perfect condition, our wheels seemed to be running in oil, and had not Nature emphatically reminded us that more fuel was needed for the inner man, there would have been no occasion for giving the cyclometers a rest. It was high-noon, however, and the new hotel on the beach at Amityville looked inviting; so we halted, discussed the menu on a "16 to 1" basis (sixteen courses to one dinner), settled the gastronomic agitation, and at 2 P. M. again set the wheels a-going. The country from this point on — through Babylon, Islip, Oakdale and Bayport to Patchogue — is far too beautiful for the meagre description that would be necessary here; in fact it seemed to the writer a little less than shameful that it should be used for "scooting" purposes. At Oakdale we took a peep into the magnificent Vanderbilt estate, and then dipped our noses in the "old oaken bucket" at the gate. As if to dampen any propensity on our part for scorching on these fine roads, Dame Nature dropped a few tears as we pulled up at the large and comfortable Patchogue hostelry. "We tumbled" (off our wheels). Our secretary announced the day's run as 55 miles; the president entered our names on the hotel register, while the treasurer was entrusted with the keys of four rooms, and the vice-president carried the matches. We repeated our great mid-day Amityville effort with unqualified success, and in the evening gave ourselves over to "athletics," just to keep ourselves in condition, as it were. (The next time we play whist I'll have a different partner, or I don't play.) The first act of the second day opened with a considerable amount of weather; most of the other acts were similar. The sun was out of sight and the rain had a sort of moisture in it that was particularly liquid; but we had large chunks of hope with us — hope stuffed with huge desire. The elemental moisture disappeared at 10 o'clock, and we were not slow in following suit. The fine cycle-path through Belleport and Moriches was a boon to us under the existing weather conditions. At East Moriches we encountered a large area of condensed humidity, and quickly decided that we could count the raindrops with more accuracy if we were off our wheels and under shelter. This mathematical diversion consumed about an hour, when the observation was made that towards the east there were clear spaces of about six feet (not ours) between the drops. Our secretary rapidly computed the number of drops (not spaces) that would be likely to punc-

ture us in the next fifteen minutes; so, concluding that with more or less cross-road and fancy riding we might reduce his estimate a few million, our wheels were mounted and Eastport was reached. Here we "tried to dine" and "dined to dry," and "bided a wee" until 3 o'clock, when the weather gave us a chance at another lap. The remarkable character of the roads enabled us to ride without any discomfort, and we passed through beautiful Westhampton Beach and as far as Quogue, where the elements again intimated that our trick riding must cease for the day; so, with 27 miles covered, we turned in for the night.

Our third day was a perfect one for the tourist, and as the beach at this place was directly on the ocean, we feasted our eyes on "His Majesty." Never had the water seemed more beautiful to us. At 8.15 we turned our wheels towards the east, and were soon passing through Good Ground, Canoe Place, across the canal, and up and over the charming Shinnecock Hills, where we halted to "view the landscape o'er." "Twas no wonder, we said, that this place was the Mecca for so many artists. But "over the hills" and not "far away" we found another of the gems of the south side as we wheeled into Southampton, around the lake, through "Job's lane, opened in 1663," (but macadamized in 1896,) and fairly went into ecstasies over the charming summer homes, with their "velvety lawns" and trim box hedges. The effect of both air and scenery was exhilarating, and inspired a "tire chase" between the president and treasurer from Southampton to Bridgehampton. As we surrounded the marble to partake of the effervescent — at the president's expense — he solemnly affirmed that his pace had been set solely through fear of his tires being worn by the pursuing wheel of the treasurer. The "end men" declared that six miles in twenty-one minutes was just a trifle too opulent for their arteries, and protested against similar vagaries, which was duly entered in the minutes. A short run brought us into Sag Harbor, and then away and over the bridge to North Haven, where we set sail in a "single sticker" for Shelter Island. Once more on "*vice versa*," a few minutes' ride, and we were looking on all that remained of the beautiful Manhasset House; then around the bend on the cycle path to the landing, where we awaited the arrival of the boat for New London. Before leaving "Old Long Island's Sea-Girt Shore," however, resolutions were passed, unanimously, to the effect that our trip so far had been most thoroughly enjoyable, through scenery of unparalleled beauty and over incomparable roads, all reports of sandy and unrideable highways to the contrary notwithstanding.

The sail across the Sound was a delightful feature, and added a charming novelty to our itinerary.

Owing to our late arrival, we were unable to see much of New London, and so, after ferrying to Groton, pushed on and up the steep hill and then down a sharper grade into Mystic, and on fairly good road edge into Stonington, where the evening shadows were in such huge chunks that we deter-

mined to *lay to* (as a natural sequence of our *too late* arrival) for the night, having ridden 52 miles.

In the evening we hunted up the L. A. W. local consul, who kindly gave valuable suggestions for the next day's run, which were worth many times the cost of a year's membership. This was but one instance where we "got something for our dollar to the L. A. W.," without mentioning the dollars returned by the hotels. Failing to observe any very marked similarity between our hotel and either the Waldorf or Vendome, coupled with the fact that our gastronomic insatiety admonished us that we had arrived at the point where deglutition was inconsistent with diatetic integrity, we concluded that the fourth day would find us on the road before the natutinal repast; and further resolved, that the next time we stopped over night at Stonington, we would be thoroughly equipped with non-puncturable *alibis*. A five-mile run in the morning brought us to the well-known League hotel at Westerly, R. I., where, after a hearty breakfast and an inspection of this very attractive town, with its beautiful Memorial building, we were off again, up and over Quarry Hill, and enjoying the road-edge riding, so prevalent in this sturdy little State. Some of it was rather precarious, and involved not a little trick work, our route taking us *via* Cross' Corners, Green Hills and Matunuck. This section of our town gave us the long-sought information as to why Rhode Island was so named. Because she has so few roads. (That's pretty bad — for Rhode Island — is n't it?) While enjoying a refreshing drink of "Adams' Ale" in a farm-house kitchen, at the hands of the so-called weaker member of the family, the head (?) of the house entered, and as he attempted to escape observation by hiding himself in a large chair in a corner, he was met with the startling announcement, fired at him as though from a gatling gun, in a tone and manner that left no doubt as to his responsibility, and at the same time indicating with unerring exactness who was the real "boss," that, "she had killed 54 flies in that very kitchen that morning." Human nature is a study. Notwithstanding the ragged edges of road on which we traveled, the country was very interesting, and at noon we reached Wakefield where good roads were in evidence. A short ride brought us to Narragansett Pier, whose numerous attractions were quite thoroughly investigated and greatly enjoyed. After our usual midday function, the hotel closed (for the season). Following the River Road, a particularly fine one the better part of the way, to Saunderstown, we took the ferry to Conanicut Island, and then by wheel, one mile across, to Jamestown; ferried once more and landed at the "Queen of Watering Places," Newport. On leaving our grips at the hotel, we started on the magnificent ten-mile ride down Bellevue and Ocean avenues, to the Cliffs and "the Breakers," getting a view of the mysterious Old Mill, State House, Casino, Channing Monument, and the palatial residences that met the eye in every direction, until we felt assured that another visit would be quite as full of new sights and objects of

intense interest. But the night closed in on our 51 miles for the day, and we rested.

The morning of the fifth day showed a promising face; but we were not prevented from doing a little more sight-seeing before 10 o'clock, when we embarked on the steamer "General" for Wickford, where we proposed to train to Daybrook. Nature again wept copiously at our departure, while old Neptune tried his best to make our boat ride with keel above water. If our trip had filled us with monotony, we would certainly have been relieved of it before reaching Wickford. The experience gave variety to our tour, however, and added to its enjoyment. Arriving at Daybrook we "bee-lined" for dinner, only to be treated, after its mastication, to some more weather of an aquæus character, accompanied by a large assortment of air in an unusual state of activity, which induced us to modify somewhat our intended mode of travel for the afternoon. Investing some of our hard money in *card-board* sufficient to last us as far as New Haven, we boarded the cars, and at 5 o'clock we were at the palatial "Majestic" in New Haven. After ridding our wheels of all touring necessities, we took in the famous East Rock Park and Drive, reaching the summit of the bluff just in time to witness a most glorious sunset and panoramic view of the country. 'Twas a sight not soon to be forgotten and well worth miles of journeying. The 12 miles wheeling for the fifth day was recorded, and the evening enjoyed in looking the city over, viewing the fine college buildings, handsome stores and attractive residences.

The next day met us with smiles galore, and our spirits rose accordingly as we mounted at 8.30 A. M., in fine feather for a full day's run. Following the shore road through Milford, Bridgeport, Westport and the intervening towns, all too well known to tourists for mention here, we rested for lunch at South Norwalk, and in the afternoon pushed on over good roads and through the beautiful villages of Stanaford, Greenwich and New Rochelle to Traver's Island, where we enjoyed the hospitality of our secretary at the New York Athletic Club, after having placed 72 miles to our credit.

Our seventh and last day took us through Pelham, Westchester and Mott Haven to Fort Lee ferry, where we crossed the Hudson, and made our way to our Jersey home among the Orange mountains, a distance of 40 miles.

The entire trip, covering 319 miles by wheel, 95 by rail, and 42 by water, was thoroughly enjoyed, without a puncture, *break* (wheels were not equipped with them) or mishap of any kind, and, unless some kind reader has had a more delightful tour to suggest through the columns of the L. A. W. BULLETIN, the same itinerary is likely to be the experience next year of the "Chi-My-Dell-Harts." No. 26,869.

SIMPLE Simon met a pieman
Trying to sell his pies;
Said simple Simon to the pieman
"Why don't you advertise?"

THE SECOND TABLE.

NIXON WATERMAN.

SOME boys are mad when comp'ny comes to stay for meals. They hate

To have the other people eat while boys must wait and wait. But I've about made up my mind I'm different from the rest,

For, as for me, I b'lieve I like the second table best.

To eat along with comp'ny is so trying, for it's tough To sit and watch the victuals when you dassent touch the stuff.

You see your father serving out the dark meat and the light Until a boy is sure he'll starve before he gets a bite.

And when he asks you what you'll have, — you've heard it all before, —

You know you'll get just what you get and won't get nothing more;

For when you want another piece your mother winks her eye. And so you say, "I've plenty, please," and tell a whopping lie.

When comp'ny is a-watching you, you've got to be polite, And eat your victuals with a fork and take a little bite. You can't have nothing till you're asked and, 'cause a boy is small,

Folks think he isn't hungry, and he's never asked at all.

Since I can first remember I've been told that when the cake

Is passed around, the proper thing is for a boy to take

The piece that's nearest to him, and so all I ever got, When comp'ny's been to our house, was the smallest in the lot.

It worries boys like everything to have the comp'ny stay A-setting round the table like they couldn't get away. But when they've gone and left the whole big shooting match to me,

Say! ain't it fun to just wade in and help myself? O, gee!

With no one round to notice what you're doing — bet your life! —

Boys don't use forks to eat with when they'd rather use a knife, Nor take such little bites as when they're eating with the rest,

And so, for lots of things, I like the second table best.

"A HANDY MAN."

I was going to Boston the other day, when I fell in with an old and intimate acquaintance whom I had not seen for several weeks. I knew that he usually went away in the summer, and I asked if he enjoyed his vacation, and he replied, "Hum! Yes; some." But the reference to his outing appeared to deepen the "thoughtful lines" of his countenance and to cause general depression. I was surprised that he did not talk as volubly as usual about the good time he had had, — about his catching a fifty-pound trout or bagging a three-ton bear.

After a long silence, during which he pulled thoughtfully at his cigar, I exclaimed, "Well, what happened to you? Was the table bad, or were there knobs in the bed? Did you have a cold in the head all the time, or what was the matter? You do not appear to be very enthusiastic over the retrospect."

"No, I'm not," he ejaculated, waking up. "If I live to take another vacation, I'll try to keep my thinking cap on and be a man of some sense, — at least something more than a simpleton."

"How interesting you talk? Tell me all about it. Those fellows at the end of the car are looking this way for partners, but don't mind them. It will relieve your mind to unburden to me in confidence, and a story — a story from real life, — is better than whist or even keno. Go ahead."

"Humph! I'll tell you on condition that you won't give me away. Just like you to write it all out, add two-thirds to it, and send to some paper. Needn't say you won't, for I never believe a word these newspaper men say. They lie as easy —"

"Come, come! Here we are a quarter of the way to Boston and the story not begun yet —"

"Well, I engaged quarters at the Chipmonk House, town of Top Knot, State of New Hampshire. Three weeks was my limit, but my wife went up a week ahead. We selected Top Knot because there was, the circular said, good roads around there, and we could use our wheels. The less said about the roads the better, but the condition of the roads is not the base of my complaint. As I told you, my wife went up a week in advance. When I arrived I learned that there were twenty-six wheels at the Chipmonk, and that many of them needed a physician, — at least my wife said so, — and, also, that none of the men or women knew anything about wheels and could not repair a puncture if their lives depended upon it.

"I told them," said my wife, "that you were as good as an expert, and that you liked nothing better than to take wheels to pieces, and to work over them, and that when you arrived you'd be glad to help them out in any way possible. Therefore, in the morning you may expect to see many crippled wheels on the veranda waiting for you to set in order."

"That sounded well, but somehow I did not like the prospect — of being groom and blacksmith for twenty-six wheels; but I anticipate. Sure enough, the next morning eight wheels appeared on the veranda, — among them three punctures, squeaking chains and sprockets, and a variety of things, amiss. After I had mended the punctures, a stylish young woman said that the chain of her wheel squeaked terribly, and that she'd no idea what the trouble was. I told her to take the chain off, clean it with kerosene, and soak it a half hour in oil. She held up her hands in dismay. Impossible! And as for her husband, he knew so little about the wheel that she was afraid to have him attempt to do anything to it. I kept dark, for I was in a hurry to get out on the road on my own wheel. The woman said, further, that her husband had no conception of anything mechanical. Well, he looked it. He did not appear to have any conception of anything, then or when we knew him better, except his clothing, especially his kid gloves, and — and his regular meals. He was a little, dapper, bandbox kind of a man, very careful of his hands, which he worked over with

penknife and scissors when he sat on the veranda, showing his handsome legs and calves in blue and yellow knickerbockers. When this gentleman took to his wheel he wore three-button kids, a Gothic pitch roof collar, a green plaid shirt and cat's eye cuff buttons. So dainty was he, and afraid apparently of soiling his hands, that I believe if he fell in the mud he'd stay there till some one stood him on his legs, lest if he picked himself up he might get soiled. I mention him thus particularly because there is an interesting sequel to this story, and he is in it, — the little bluffer.

"Well, of course my wife came to the rescue and told the fellow's wife that I'd be delighted to take off that chain and oil it. I began to see a little way ahead now, and when the coast was clear I informed my wife with some emphasis that she need not volunteer my services again, at least not till I had been consulted. I was not there to be bicycle jack for twenty-six wheelers, if they did look well and dress better. But I took off that chain, and, being in a hurry, succeeded in getting pretty well oiled myself before it was back on the wheel again. The oil and gudgeon grease ran under my finger nails and staid there for two or three days.

"But the woman thanked me profusely, and said much about a 'handy man' that was complimentary; and her husband, the little chap, standing by, ready to mount his wheel, with his kids and steeple-jack collar on, murmured, 'Wish I knew as much about wheels as you do,' and his wife exclaimed, 'Why, Jack (Jack was a good name for him), you ought to learn, so that you could take care of our wheels.' If I'd known what I did later I'd 've felt of his Adam's apple with my oily fingers and put some bars sinister on the wide, green griddle plaid of his shirt front not contemplated in the original design.

"Well, sir, — to make a long story short, — there was 'nt a day or a half day in that vacation time that I wasn't mending wheels — doing this and that, and occasionally oiling myself up for the benefit of the community. It happened that my foot-pump was the only large one at the hotel; if there were others there the owners kept them out of sight. Therefore, I had all the tires to inflate, for it could be done so much quicker, you know, than with the little blower carried in the bag. Even the little dapper man would back his wheel up to me to blow up. I could not refuse without making a scene which might end in my going too far — in my taking him by the seat of his trousers and plow-share collar and dropping him in the duck-pond; and that would be disgraceful on my part, considering that I was about twice the size of the little man. Therefore, I held my peace, and was general blower and 'handy man' for the crowd. The little man and his wife went away a week ahead of us, and I had an easier time in that last week. That's chapter one; the second follows quickly.

"On our way home, we stopped at Blankville, a pretentious suburban city, to visit friends and to ride around the place. When I took my wheel from the baggage-car, I found that the front wheel had

picked up a tack, probably in the car, and the first thing to do was to repair it. My kit was on the wheel, but I did not want to open a repair shop on the street in a strange place, with a crowd of boys looking on, and sought for and found a bicycle store.

"There were a dozen persons in the store, but I noticed a little man bending over a wheel with his back toward me. He wore overalls, not washed since the year one, a faded red sweater with the sleeves rolled up above the elbows, showing grimy arms and hands. Great snakes! When that little fellow straightened up and I saw his face, I recognized the little dapper man of the Chipmonk House. He reddened a little, and mumbled something about a former acquaintance, but I was so surprised and full of wrath that I could only glare at him. He moved away and disappeared. I asked the man who attended to my wants who and what he was, and learned that he was one of the repairers — a professional repairer.

"Ah! He was the man who let me oil the chain of his wife's wheel because he knew nothing about wheels! Oh! He was the man who said that he wished that he knew as much about wheels as I did? Bah! He was the man to whom his wife said, 'Jack, you ought to learn something about wheels, so that you could care for our wheels.' Zounds! A professional repairer! I had a very bad half-hour in that store while I was waiting for the repair to be made. I could hardly resist the impulse to hunt him down and thrash him out of his boots on the spot. But my wrath subsided and gave place to what might be called, 'indignant admiration.' Certainly, he was a sharp, ingenious little customer, — acted his part well, with the help of his wife, and carried it through to the end. I decided to let him alone and not produce a famine in the court-plaster market.

"But when I take my vacation next year, if I live so long, I shall not know anything about wheels. If I find a 'handy man' at the hotel, I shall ask him immediately on my arrival if the proper place to oil a bicycle is on the circumference of the tires. But, mind what I say, not a word of this to anybody!"

GEORGE APPLETON.

PROVIDENCE, R. I.

More Trouble for Mary.

BY R. W. J.

Mary had a little calf, —

It worried Mary so, —

For everywhere that Mary wheeled

Her calf was sure to show. — *L. A. W. Bulletin.*

It followed her to a store one day,

Did this little calf so true,

But the dealer quickly smothered it

In a knee-high leather shoe.

A. H., No. 94,305.

VIRTUE has its own reward, vice its own punishment.

STEAL all the autumn rides you can.

INDIA RUBBER.

The cycle boom, which has given such an impetus to the rubber trade, may wax or it may wane — the former is the more likely — but the demand for India rubber will, in all probability, go on forever, like Tennyson's "Brook," only more so. Already every up-to-date cabby has his rubber-tired hansom, and in the silent time coming, when Jehu will manipulate a handle instead of driving a "gee," the motor cars and brakes and broughams will be tired with rubber — if the supply holds out. For aught we know, the twentieth-century coster will hawk his vegetables from a rubber-tired motor barrow, and the trains roll along on rubber wheels. There is n't much doubt about the demand, but will the supply be equal to it?

At present the bulk of imported rubber may be called "wild." It is collected in the forest and jungles. The cultivated plantations may almost be counted on one's fingers. In Chontales, Nicaragua, there is a small one, visited by the writer in March, last year. Mexico can boast of two or three, worked by American and English companies. A species of rubber tree (Manihot) has been introduced into India and Ceylon from its South American home, but it is not being cultivated, except on a small scale. In Brazil there are said to be a few plantations, but the produce of these is a mere drop in the ocean.

The outer tube of a cycle tire may be "Mbungu" rubber, from East, Central or West Africa; "Hule," from Central America or Mexico; "Mangabeira," from Pernambuco; or it may have come from Madagascar, or Borneo, or Perak. But the inner tube is almost invariably made of the best Para rubber, obtained from various species of Hevea, in the great forests which border the river Amazon and its many branches. Brazilian rubber-gatherers go into the woods with proper utensils, comprising axes, bowls, paddles and a small stove. When a tree is discovered, circular incisions, extending from the branches to the ground, are made in the bark, and the white milk runs down the channels into a bowl at the bottom of the trunk. It is then poured over the blade of a paddle held in the smoke of the stove, when the milk coagulates and forms the black rubber of commerce. The Huleros, or rubber-gatherers of Nicaragua, generally Indians or Caribs, aim at getting rubber with as little trouble as possible. Instead of using bowls they dig holes for the milk at the foot of the trees, and, in a happy-go-lucky Nicaragua way, leave the necessary evaporation of water for Nature to perform. Consequently, rubber derived from the Castillo elastica in Central America is commonly mixed with grit, and is worth from 6 pence to 8 pence a pound less than Para rubber from Brazil.

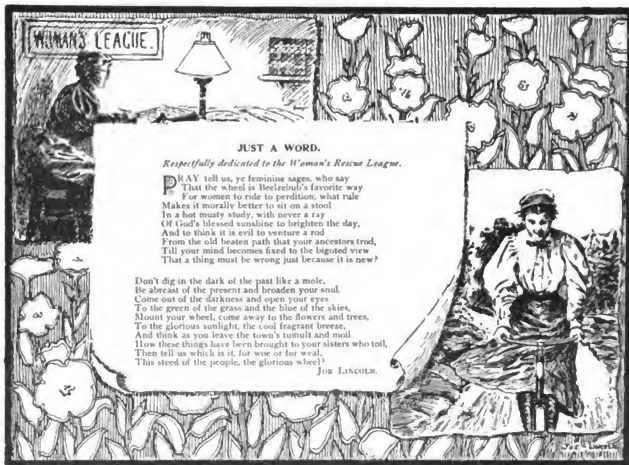
It is in the systematic cultivation of rubber trees, however, that huge fortunes are to be made. The

Mexican Minister to the United States calculates that each six-year-old tree will have cost 4d. for land and cultivation, and will produce, in its sixth year, four pounds of rubber, worth 2s. 4d. per pound. Every year, for an indefinite time, the yield increases. In Nicaragua, where the writer has made a special study of the subject, a bounty of ten cents, native currency, is paid by the Government for every tree planted, and land may be purchased at 5s. an acre. Each acre will bear 193 trees, planted fifteen feet apart. But the trees should not be tapped until the eighth year, by which time, according to the writer's calculations, they will have cost 9d. each, and will yield five pounds of rubber, worth 11s. 8d., or 14s., if the milk is gathered and coagulated, as in Brazil. For the sake of convenience, let us value the rubber at 2s. per pound, and see what will be the profit on a plantation of 100 acres. The land will cost £25; surveying, £20; clearing, £200; collecting seed and planting, £100; eight yearly weeding, at £40 each, £320; implements, £60; cost of living for eight years, at £50 per annum — ample in Nicaragua, — £400; gathering the eighth year's crop, £300; total, £1,425.

Now for the profit. Government bounty on 19,300 trees, £252; produce, at 2s. per pound, £9,650. Deduct the capital invested, and the net profit is £8,477. The average increase is one pound of rubber for each year of the tree's life, so that the ninth year's profit would be, roughly, £9,870; the tenth, £11,500; the eleventh, £13,160; the twelfth, £14,800, and so on. It is pretty clear that if the demand for rubber should continue to increase, and the area in cultivation were judiciously extended, the planter would soon be able to write himself down, "millionaire." At present the demand shows no signs of falling off; quite the contrary. During 1895 the imports of rubber into the United Kingdom aggregated 17,077 tons, of the value of £3,766,643. In the first five months of 1896 the imports increased by 1,300 tons, owing, doubtless, to the cycle boom. — *London Evening Standard*.

When editors "return with thanks,"
The theme a bard rehearses,
Oh, bitter gall! That's what we call
The poet's sad re-verses.

CYCLING has brought into daily life a certain number of new amusements, most of which have at once become very popular. Since its first introduction there have been club runs, cycle races, and the like; but quite a new range of amusements have been started in connection with the pastime during the last year. The first innovation began in London, with cycling dinners, in a very smart and exclusive set. The guests dined in cycling dress, and brought their cycles with them. After dinner they all mounted and rode off to the deserted city, where the absence of traffic at night makes it a most attractive cycling ground. An oyster supper finished the entertainment. — *Scottish Cyclist*.



UNITY BICYCLE CLUB, of BROOKLYN, N. Y.

OBJECT.

TO PROMOTE THE INTERESTS OF ALL UNITY FOLK
WHO RIDE THE WHEEL.

Requirements for Membership.—Every man, woman and child in Unity Parish who wheels is, *ipso facto*, a member of this Club.

Duties of Officers.—Officers shall obey all orders issued by the Club, and, as far as possible, make themselves generally useful.

Programme.—In summer, excursions shall be arranged, although members shall be free at all times to flock separately or together, as they may prefer.

In winter, the Club shall encourage the taking of some varied physical exercise with lively musical accompaniment, preferably such exercises and music as possess marked Terpsichorean tendencies.

Declaration of Principles.—No Club House; No Constitution; No Debt; No Dues; No Bores; No Parliamentary Rules; No Century Runs; No Fines; No Dietation; No Personalities; No Meanness.

SIMPLY
HEALTH, STRENGTH AND
GOOD FELLOWSHIP.

THAT it may prove good medicine take the right sized doses of exercise.

IN AUSTRALIA, American machines were practically unknown a year ago, and the first sample of an American machine was looked upon as a novelty; now American machines are flooding the markets, and they not only reach our port but find a place on the road almost immediately. It is surprising to notice how great is the number of Yankee machines ridden, and they seem to have hit the popular taste right away. Whether, as a class, they will stand the wear and tear of our roads has yet to be proved; but so far as popularity is concerned, there can be no two opinions. The representatives of the British firms have quickly realized this, and reference to our advertising columns will show that most of them carry a line of American wheels. — *Australian Cyclist*.

"NEVER get on your wheel," says a woman physician to her sisters, "until a half hour after eating, and never wheel steadily for more than thirty minutes at a time. No woman," she concludes, "who respects her dignity, her health and the boon a bicycle is will ever pretend to race or attempt fancy figures on it, however tempted to try that for which a woman on a bicycle was not meant by any law of hygiene or good taste."

THE man who achieves the great feat of finding the North Pole may be much elated, but he ought to be able to keep perfectly cool about it.

THAT LITTLE BACK ROOM, TOP FLOOR.

BY NIXON WATERMAN.

OUR dream came true, and we own — we two —
 The wonderful home we planned.
 In the old, glad times of the sweetest rhymes,
 When I sought your fair, white hand, —
 When my heart's request was to build a nest,
 "Next time to heaven!" I swore;
 And it was, for oh, Love dwelt, you know,
 In that little back room, top floor.

It seemeth well we here should dwell,
 And settle us down and sup,
 And sing our lays to the good old days
 When we could not settle up.

"With thanks" came back my rhymes, alack!
 And our hearts were sometimes sore
 When the landlord sent for his past due rent
 Of the little back room, top floor.

Like a fleeting year it seems, my dear,
 But I know it was long ago,

For your tresses rare are now more fair
 Than they were at the time — you know —
 (The months my brain in a wild, deep pain,
 Refused to serve us more) —
 They were sold to stay the wolf away
 From the little back room, top floor.

The gods have brought the gifts we sought,
 For we own our vine and roof;
 But my heart still strays to the strange, sweet days
 When the Muses held aloof.
 And my thought's fleet ship makes many a trip
 To a far off, golden shore,
 While I steal the themes for all my dreams
 From that little back room, top floor.

TRUCKMAN FABER'S FUN.

Albert Faber, a truckman, started across the Brooklyn Bridge at 9 o'clock this morning with four friends on his truck. The north side of the Bridge is undergoing repairs, and all trucks and vehicles are therefore compelled to drive over the south roadway, ordinarily used only for traffic going towards Brooklyn.

The usual rule of the road, for every one to keep to the right, is therefore rigidly enforced by the Bridge police. Between the two lines of teams, each bound in different directions, is a space seven or eight feet wide, which is used by wheelmen.

Just as Faber with his truck reached the New York approach he heard a bicycle bell ring. Faber looked around and saw a young man on a wheel approaching.

"Now just watch me have some fun with that dude!" exclaimed Faber to his four friends. "Just watch me make him get off and then hear him swear."

But Faber's remark was heard by Bridge Policeman O'Connell, who is himself a rider and a hero of many a hard run century. O'Connell watched the truckman. Just as the wheelman was about to pass Faber threw his team sharply to the left, shutting out the bicyclist and forcing him to make a lightning dismount in order to keep from going under the horses' feet.

"Hi, there! you dude, get off the walk!" shouted Faber to the rider.

Faber continued his jeers and taunts between his laughter, which suddenly changed when policeman O'Connell climbed up on the truck and informed him that he was under arrest. The policeman forced Faber to drive to the Centre Street Police Court, where he was arraigned before Magistrate Simms. The rider, who said he was Fred A. Walker, of 29 Hanson place, Brooklyn, told his story, which the policeman corroborated. Magistrate Simms lectured Faber and fined him \$5 for his fun. Not having the money, the truckman was locked up in the Tombs. O'Connell drove the truck away and Walker rode away on his bike. — *New York Sun*.

A FAMILY OF CYCLERS.

EDITOR L. A. W. BULLETIN:

I would say to "S. B. G.," she is not entirely alone. I am a woman of 43, with gray hair, and I ride a wheel. There are several wheelwomen here, much older than I, who also ride. There are five cyclists in our family, and we all go for a fifteen mile ride of an evening, and sometimes for an all-day outing. I am sure there is not a family that rides a wheel that enjoy it better, or has derived more benefit from it than we. My family and I say, do not, by any means, give up your wheel because you are old.

My husband, two sons, and myself, went through the century from Trenton to Asbury Park, and I feel proud to think I, an "old woman," went all the way through without the assistance of a tow line. Again I say, stick to your wheel. No 70,761.

EDITOR L. A. W. BULLETIN:

I would like to tell "S. B. G." that I, too, have past fifty and take the greatest pleasure in riding. This summer I rode fifty-eight miles without inconvenience, and this fall went on a tour for five days, riding from twenty-eight to forty-six miles a day. My two sisters, both older than I, one over sixty, ride not exactly with enjoyment, but they are just approaching that enviable condition.

I think wheeling a most healthful exercise, and have often ridden away a headache.

I would not give up riding on any consideration either, and see no reason why old people should not enjoy it as well as young people.

TAGS.

We often print reproductions of tags which are used for various interesting purposes, but we do not at present furnish tags of this sort. Any printer can make them to order.

THE League members of Harrisburg, Pa., are after an alderman who has been very swift to have wheelmen brought before him and unjustly fined, and who has been just as slow in turning the money over to the city. Our catch-as-catch-can sort of a Christianity leads us to hope they will make it as bitter for him as the facts in the case will warrant.



HIGHWAYS filled with mud and stones,
Make the horses skin and bones.
Highways smooth and wide and sound,
Make the horses plump and round.

AUTUMN ROAD MAKING.

The man who failed to fix his leaky roof because he could n't repair it while it was raining and it did n't need fixing in fair weather, has thousands of brother pupils of his school of philosophy in all sections of the country.

They don't repair the public highways for the same reasons. During the autumn, when the weather is usually dry, the roads become fairly good without any particular attention being paid to them. The farmers have time to do more or less work on them then,—but, pshaw! what's the use of fixing roads when they do not imperatively demand it?

The following Spring the rains come and the roads become impassable, but the farmers are then too busy to give a moment's time to road building.

And so it goes, year after year. How are the roads in your vicinity? Is n't there a lot of repairing that should be done now, so that the highways may be serviceable next Spring?

EDITOR L. A. W. BULLETIN:

AT A recent meeting of the county commissioners of Bristol county, Massachusetts, to consider a petition for a new road to Horse Neck Beach, one of the speakers said the present road reminded him of "the ditty credited to a man who was riding over a very poor road on a mule." The poem runs about as follows:

"This road is not passable,
Not even jackassable;
All who would travel it,
Should get out and gravel it."

This poem relates my experience while riding over the aforesaid road on my wheel, after leaving the macadam at Russell's Mills.

GEORGE F. WALKER, No. 126,710.

SOME New York City wheelmen suggest that the Park Commissioners can serve the public better by spending more money in making good roads and less on scenic effects.

SOME INTERESTING ROAD QUESTIONS.

On page 443, Sept. 25th issue, we printed under the head of "A Novel Road Inquiry" some questions, answers to which are asked for by Charles Freeman Johnson, of San Francisco, Cal. (535 Clay street). Mr. Johnson has received a large number of letters and earnestly asks for still more. Will not all persons who are interested in road reform write answers to those questions and mail them to above address?

GOOD ROADS IN MAINE.

A strong argument for good roads is made in the October—November number of The *Inkeylanker*, the cycling authority of Maine. The article appears under the heading "We Want Good Roads," and is addressed "To the Citizens of Maine in General and the Wheelmen in Particular." The paper is illustrated, and is published by the Portland Wheel Club, Portland, Maine.

IN A talk on Good Roads, before the students of the Fredonia, N. Y., Normal School, the instructor of natural science said that if every public official connected with the maintenance of highways could be compelled to wheel daily over the roads (?) under his own supervision we would soon have good roads. A New York member adds, "if such a thing were possible, what sweet solace it would afford the wheelman to see some portly road commissioner wend his tortuous and perspiring way over a dozen miles of mud and rocks."

AN L. A. W. member, writing from Texas, says the roads and streets in the northern and eastern portions of the State are generally good, but for two months the rain made the streets consisting of six inches of soft sand almost impassable for pedestrians or wheelmen. The poor horses were also deserving of sympathy. Texas is now actively and intelligently advocating Good Roads, and a change for the better will be apparent soon, no doubt.

THE town to which good roads are made,
Will be the one to catch the trade.

NO INTELLIGENT farmer should waste his time in hauling half loads to market.

MANY political platforms had a good road plank in them this year, but we need not expect plank roads just yet.

EVERY farmer should lay by something for a rainy day, and that something should include an umbrella and a good road to market.

THE value of the horse depends on the character of the road.

KEEP out of the mud.

BADGES AND BUTTONS.

L. A. W. BADGE,
with royal purple rim. Gold, \$3.00.
Heavy plate, \$4.00. Sent by
insured mail.



OFFICIAL CAP PIN.

Size of cut. Enamelled front
in colors. Mailed to any ad-
dress for thirty-five cents.

OFFICIAL
LAPEL BUTTON.

Mailed to any address for
twenty-five cents. The same

button with catch pin for ladies' use.

Send orders for the above to

ABDOTT BARNETT

12 Pearl St., Boston, Mass.

Don't send postage stamps.



VETERAN BAR.

Any member who has been
connected with the L. A. W.
for ten consecutive years is
entitled to wear the bar.
The bar is of gold, with the
word "Veteran" in enamel.
All orders must be sent to the secretary accompanied
by the price of bar, \$2.50. Bar with gold-plate
attached, \$4.50. Members holding numbers less than 300
may place orders for the bar with their renewals.



NEW TICKET HOLDER.

We have a new ticket holder, simple in design and
moderate in price. It is of celluloid steel bound, and
it exhibits both sides of the ticket without exposing it to
wear. It will hold for ten cents.

STANDARD LEAGUE BADGE.

In order to supply a "long-let want," we have had
made what we shall call the Standard League Badge.
It has a royal purple rim and is made in two qualities.
The gold badge we will send by mail for \$2 and the
silver badge for \$1. Those who desire a neat and in-
expensive badge may order of us.

ABDOTT BARNETT, Sec'y.
12 Pearl St., Boston, Mass.

BADGE FOR THE LADIES.

We have had a few badges of the standard quality
set with a turquoise instead of a garnet. We recom-
mend these for the ladies, and can supply them in the
two-dollar badge only.

JOB LOT.

We have a job lot of Russia Leather to ket holders,
shop worn or spotted in marking, ten cents each as long
as they last.

L. A. W. RIBBON LABEL.

We are now ready to supply a very handsome decora-
tion for a L. A. W. Ribbon. We have a label four
inches long and one inch wide, with the letters L. A. W.
and the League emblem woven in the goods. The let-
ters and emblem are old gold on royal purple. The
label can be applied to the ends of a long ribbon for
the handle-bar; it can be used on a hat band, on the
collar, on a sweater, and for a variety of purposes.

We will supply them by mail at the following prices:
One label 10 cents
Two 15 cents
Four 25 cents
We will furnish a handle-bar ribbon, 5 yds. of a yard
long, with label on each end for 50 cents.

We cannot accept postage stamps for these. The
coin is small and can be mailed with 25 m. safety as
stamp.

Send orders to ABDOTT BARNETT,
12 Pearl St., Boston, Mass.

RACING BOARD.

Suspended Pending Investigation.

F. F. Goodman, New York.
Walter Brucke, Columbia Grove, O.
Harry Rump, Ottawa, O.
D. Herman, Jr., Galveston, Tex.
Roy Whinston, Galveston, Tex.
F. Nichols, Galveston, Tex.
Will Irwin, Galveston, Tex.
Van Lalaud, Galveston, Tex.
Ivan Hawley, Galveston, Tex.
Henry Lewis, Galveston, Tex.

Suspended.

Six months from Oct. 10, for competing in a novice
race after having won a prize, A. L. Richardson, Mil-
waukee, Wis.

Ninety days from Oct. 10, for competing in a novice
race, after having won a prize, and thereafter pend-
ing results of prize won, Charles Holway, Chicago, Ill.

Six months from Oct. 10, for competing while under
suspension, J. H. Crooks, Galveston, Ill.

Six months from Oct. 10, for competing as an amate-
ur, after having accepted expenses, W. A. Harbeau,
New York City, N. Y.

Six months from Oct. 10, for conduct detrimental to
the best interest of cycling, F. E. Paige, Batavia, N. Y.

One year from Oct. 3, for competing in unsanctioned
Sunday races, after warning, Shumann, Robert
Harley, Joseph McGraff, all of Elizabeth, N. Y.

Thirty days from Oct. 21, unsanctioned races, Mc-
Carthy, Butler, Rauber, Mo-
ginn, Ryan and Shanahan, Worcester,
Mass.

Sixty days from Oct. 21, unsanctioned races, after
warning, M. H. Sylvia, F. K. Vanderaar, H. Hudley,
W. Hewitt, F. E. Knowles, P. J. Kelly, C. Barn,
Carroll, A. Dary and Cranshaw, Taunton,
Mass.

Transferred to Professional Class.

Charles Holway, Chicago, Ill., clause (b).
Dennis McCarthy, Chicago, Ill., clause (b).
J. H. Crooks, Galveston, Ill., clause (1).

W. P. Purfians, Ionia, Mich., clause (d), vote of Rac-
ing Board.

F. E. Paige, Batavia, N. Y., vote of Racing Board.
Jack B. Oliver, Memphis, Tenn., own request.
H. Prestidge, Memphis, Tenn., own request.
Dick Veates, Memphis, Tenn., own request.

Sanctions Granted.

Nov. 21-23 Regiment. Ats. Ass'n, Brooklyn, N. Y.

Record Accepted.

One mile, paced, flying start against time, amateur
record 1:17 1/4, by Amos B. Hughes, Denver, Colo.,
June 10, 1896.

NEW YORK STATE DIVISION.

STOP THIEF—\$25.00 REWARD.

will be paid for information leading to the detection and
conviction of any person guilty of stealing a bicycle
from any member of the New York State Division.
Lost at H. Porter, Inc. Consul-
VANERKILL BUILDING, New York, N. Y.

Stolen. From Princeton, N. J., on 16, 1896,
"Duxton" bicycle, Model E; No. 5387, maroon
enamel; 26-inch frame, adjustable handle-bars, Mes-
semer saddle. Wheel is the property of WALTER S.
PETER, League number 124,429, Princeton, N. J.

Stolen. From No. 499 Ciamon avenue, Brooklyn,
N. Y., October 28th, 1896, "Moulton," Model 401; No.
27,553; dark green frame, gilt scroll work; mahogany
rims; adjustable handle-bars; Hunt saddle with Mon-
arch trade mark, Panner lamp; Standard Midget
cyclometer and bell. The wheel was taken between
4:30 and 4:45. Address the owner, JESSE H. SMITH,
1 A. W. 50102, 47 Cranberry street, Brooklyn, N. Y.

W. W. Ellsworth, 15 Lafayette avenue, Brooklyn,
N. Y. No. 127,541, stolen the loss of his wheel
stolen October 29th, from in drug store on
Burl avenue, 1 mile from, 54 Model, "Falcon" bi-
cycle, enamel black, 26-inch frame, half rim's
horn bars, 75 cc (sprocket No. 20) 1/2; League single-
tree and Record pedals. The tiger of Falcon
broken off of the same plate.

Stolen. 1896, "Columbia," Model 401, 26 1/2-inch
frame, No. 27,553; gear 78. Stolen from McDougall
street, Brooklyn, N. Y., by T. H. HENCKES, owner.
Address 20 Gates avenue, Brooklyn, N. Y.

Stolen. "Cleveland," 76 Model, No. 40094. The
wheel is in perfect condition. Stolen by 1 A. W. 51,130
sent 214 West 42d street, New York, N. Y. The
wheel was stolen on the evening of October 20, from
43d street and 5th avenue, New York City.

VIRGINIA DIVISION.

ABDOTT BARNETT, 12 Pearl St., Boston, Mass.
12 Pearl St., We are desirous of having for the office
of chief clerk of Virginia: Mr. W. N. White, of Potts-
mouth Va. and for secretary and treasurer, Mr. J.
Hugh Henry of Norfolk, Va.

Yours respectfully,

A. M. Reynolds, 48-10
Will St. New York, N. Y.
T. H. Richardson, 51-50
N. York, N. Y.
F. Anthony 42-107
E. Crawford, 51-50

PORTSMOUTH, VA., OCT. 18, 1896.

INDIANA DIVISION.

The following appointments by the chief consul are
announced:

CONSUL.

Geo. H. Miller, Mallery
Walter V. Britton, Hudson
Fred Berner, Shelburne
W. L. Johnson, Seymour
Miss Bertha Hagans, Terre Haute
James Armstrong, Brookings
Rev. M. B. Nash, Washington
Mrs. Will T. Lester, Washington

HOTEL.

Lawrenceburg, Grand,
C. G. MULLER, Sec. Treas.

Members of this division are notified that all ballots
in the election now in progress must be placed in the
postoffice not later than November 15th, addressed to
F. E. Clark, 930 N. Alabama street, Indianapolis.
The best plan is to send in your ballot at once if you
have not already done so.

C. G. MULLER, Sec. Treas.

INDIANA DIVISION.

Our consuls now number 103 in this division, and
I hope every one of them will redouble their efforts to
secure new members from this time until the opening
of next season. Wide tire transportation of
wheels and other laws are being asked for by our mem-
bers. Every man and woman in the State who is in-
terested in seeing these questions settled should be
enrolled. The farmer of merchant who can see finan-
cial benefits for him in improved highways should join
us and help secure the necessary legislation. Again
these questions, and let every member get down to
work during this winter. Remember, the badge of
honor will distinguish our workers.

E. E. Clark, Indianapolis, is hereby appointed a
member of the Executive and Finance Committee, vice
Fred Pates transferred to Illinois Division.

WALLACE SNEDGOW, Chief Consul.

NEW JERSEY DIVISION.

\$25.00 REWARD

Stolen. From T. J. Emery, of Atlantic Heights, New
Jersey, 1896, "Columbia" bicycle, No. 5447,
newly enamelled; has fork in from another wheel.
Taken by a stout light complexioned man. The wheels
were fitted with Palmer tires, new one on the rear; 23-
inch frame; 18 1/2 inch.

JAMES C. TATTERSALL, Sec. Treas.

MASSACHUSETTS CLUB REPRESENTATIVE.

Connecticut Valley Wheelmen:
Frank H. McKee,
M. H. Fletcher.

Fraternally,
A. D. PECK, Sec. Treas.

MASSACHUSETTS DIVISION.

The official ballots for the division election have
been sent out. Any member not receiving a ballot
may have one sent to him by addressing Spencer I.
Williams, chairman, 19 Congress street, Boston.

All ballots must be mailed on or before Nov. 15th
addressed to Sam'l D. Bradlee, chairman Returns,
Board, Massachusetts Division, L. A. W., Route
Maine. The members of the Returning Board will
be announced later. Respectfully,

Election Committee,

By ALBERT G. FROTHINGHAM,
Clerk of Committee.

BOSTON, NOV. 1, 1896.

WISCONSIN DIVISION.

This is to certify that at a meeting of the La Crosse
County Wheelmen, held on the 27th day of October,
1896, the following named members were elected rep-
resentatives from said La Crosse County Wheelmen to
the State Board of Officers of the Wisconsin State
Division, L. A. W. for the current year:

Frank S. Walker,
Wildbad, Wis.

In witness whereof, we have hereunto subscribed our
names this 27th day of October, 1896.

CHAS. R. HUNTER, Sec.

WILBERT LEWIN, President.

LA CROSSE, WIS., OCT. 27, 1896.

MISSOURI DIVISION.

Members are reminded that only those in good
standing on Nov. 15th next are entitled to vote. If
your membership expires prior to that date and has
not been renewed, send in your renewal at once and a
ballot will be mailed you promptly.

Fraternally, W. M. BELL, Sec. Treas.

ST. LOUIS, MO., OCT. 20, 1896.

CONNECTICUT DIVISION.

The Connecticut Road Book will be issued free to all members of the division, but will be mailed to the non members first. Fraternally,

PHILIP W. WESTLAKE, Chief Consul.
BRIDGEPORT, CT., Oct. 17, 1896.

PENNSYLVANIA DIVISION.

The annual meeting of the division will be held at the Lafayette Hotel in Philadelphia at 8 30 A. M., on Dec. 14th.

S. A. BOYER, Chief Consul.

LOUISIANA DIVISION.

The nominating committee having left the nomination to the members, the following have been selected; the ballot to be taken at once and closed on Nov. 15th, when the vote will be counted:

Chief Consul. — Harry H. Hodgson, of New Orleans.
Vice Consul. — John S. Finley, of New Orleans.
Secretary-Treasurer. — F. W. Simpson, of New Orleans.

Representatives. — A. M. Hill, of New Orleans; J. G. Tompkins, of Shreveport.
There is no opposition to the nominations of Hodgson, Finley or Simpson, the only opponents will be Hill and Tompkins for representative.

TO THE LOUISIANA DIVISION.

Fellow Members. — On May 1st we started the division with only 10 members. — today we have 300 members, and daily increasing.

We have in contemplation a road book and division map for 1897, and for 1898 a road book and Good Roads movement to be placed before the Legislature that meets in that year.

We should have 500 members by Jan. 1st, and every member is earnestly requested to make every effort to bring into the division all the riders in the State.

We have passed Arkansas in point of numbers, and wish to pass Tennessee and Texas. It can only be done with your assistance. Will you please make an effort to do so?

Fraternally yours,
HARRY H. HODGSON, Chief Consul.

ARKANSAS DIVISION.

Following is the nominations for officers for the ensuing year of the Arkansas Division, League of American Wheelmen:

Chief Consul. — Fred W. Gregory, Hot Springs, Ark.; F. H. Reynolds, Little Rock, Ark.

Vice Consul. — J. M. Goss, Pine Bluff, Ark.; S. S. Soward, Texarkana, Ark.

Secretary-Treasurer. — W. J. D. McCarter, Hot Springs, Ark.; O. B. Anderson, Little Rock, Ark.

Hot Springs, Ark., Oct. 27, 1896.

NORTH CAROLINA DIVISION.

At a meeting of the members of the League of American Wheelmen, held Oct. 23d, 1896, the following gentlemen were unanimously nominated, for whom we request your support:

For Chief Consul. — Thomas H. Wright.
For Secretary and Treasurer. — I. W. Solomon.

H. D. SPRINGER, Sec.
JAMES C. SMITH, Chairman.
WILMINGTON, N. C., Oct. 24, 1896.

KENTUCKY DIVISION.

In order to provide a way to avoid unnecessary expense in conducting future elections in Kentucky Division, I shall propose the following amendments to Article IV of the division by-laws at the annual meeting of the Board of Officers to be held in December, 1897:

Article IV., Section 1: Add to first sentence "except as provided in this Article."
Add to Article IV. a new section, to be Section 4, as follows: Whenever it shall appear that there is not more than one candidate fully nominated for each office, and, therefore, no contest for election, shall be held, the chairman of the Election Committee shall (at one vote for each nominee and declare him elected, publishing the result in the L. A. W. BULLETIN, as provided in Section 2 of this Article.

OWEN LAWSON, Sec.-Treas.

OREGON DIVISION.

The first annual meeting of the fully-organized board of the Oregon Division was held in Portland, on the 9th day of September last, as per call of Chief Consul. Present: A. I. Donnell, Chief Consul; C. L. Howe, Vice Consul; F. M. Wells, Secretary-Treasurer; Ed. L. Howe, Representative O. R. C. C.; M. J. Buckley, Representative La Grande Cycling Club; C. L. Parke, Local Council for Klammath Falls; and H. K. Arnold, member of the Racing Road Club. The following chairmen of the different committees were invited to be present and read their respective reports: Benj. I. Cohen, Rights and Privileges; Eugene D.

White, Improvement of Highways; F. A. Heitkemper, Rules and Regulations.

The minutes of the organizing board were read and adopted. The Constitution and By-Laws were read, — no amendments being offered.

The report of the Chief Consul was read and accepted.

The Secretary-Treasurer reported as follows:
April 26, 1896. Check from Abbot Bassett, \$144 75
July 7, 1896. 140 20

EXPENDITURES.

Stationery and stamps, Chief Consul's office	\$21 40
Printing	6 00
Engraving and elect. emblem	3 15
Incidentals	3 15
Chief Consul, for By-Laws	7 00
G. G. Wikson, stationery	5 70
Road Book blanks	3 30
Expenses	1 95
Good Roads buttons	1 00
Secretary-Treasurer's office, stamps and stationery	8 00
Rubber stamp	1 00
Emblem for advertising	10 00
	\$70 20
Balance on hand	320 00
	\$390 45
	\$3 12
Due from Abbot Bassett	\$344 07

Membership to Oct. 4th, 1896:

The reports of the Chief Consul and chairmen of the different committees were heard; a nominating committee to present the names of candidates for the division offices for the ensuing year, and a returning board selected for the coming election. Before adjourning, the board adopted a resolution for the purpose of encouraging the recruiting of new members for the League in Oregon, which provided that a premium be given each member sending to F. M. Wells, Secretary and Treasurer, seven new names for membership at \$1.00 a pair, the Oregon Division gold emblem, or a cash premium of 25 cents for each new member so secured.

The meeting was called to order by Chief Consul Donnell at 2 o'clock P. M. He reviewed the history of the League in Oregon from 1886, when there were but three members in the State, to last year, at which time the membership had reached the number necessary for the organization of a division. The present membership of the division is in the neighborhood of 300.

Homer K. Arnold, chairman of the division Racing Board, reported that the Board had but little to do to account of the comatose state in which it found bicycle racing in this division. Chairman Arnold commented on the trouble that had been experienced in inducing Race Men to apply for sanction. He concluded with the statement that there had been no division championships this year, but he hoped that next season would find racing on a better footing, and that a division championship would be one of its features.

Chairman W. W. Green, of the Road Book Committee, reported that it has made great progress in gathering data for a division Road Book, which will probably be published before long. The book will contain several maps, showing all the main roads traveled by wheelmen throughout the State, together with suitable schedules of the various routes, giving distances, condition of the roads, and stating whether level, rolling, hilly or mountainous.

A Finance Committee, comprising E. D. White, F. A. Heitkemper, and Benj. I. Cohen, and a Nominating Committee comprising F. A. Heitkemper, H. M. Montgomery, E. E. Moore, of La Grande; T. J. King, and H. K. Arnold, were also organized, and instructed to report nominations for publication in the BULLETIN of October 20. T. N. Stoffenbach, A. O. Jones, W. W. Bretherton, Al. Bernstein, J. and Rev. "Art" Williams, were also selected as members of the board, after which the Board of Officers adjourned.

PORTLAND, Ore., Oct. 26, '96.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday last, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, and thus be given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as possible, to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, Nov. 6, 1906.

Total, 5035-71,177.

Over 135,000, ARKANSAS, 41-171.

Unattached.

- 251 Bowman, Sam., Howard House, Hot Springs
- 2 Boyd, Jas. T., 606 Central ave., "
- 3 Beidling, Geo. W., S. Mendell & Co., "
- 4 Bonell, Mitchell, Hotel Putman, "
- 5 Burton, Thomas, box 134, "
- 6 Boring, F. C., 418 Central ave., "
- 7 Bentz, Jas., 28 Louisville, "
- 8 Hill, Fred A., H. S. R. R., "
- 9 Chambers, R. C., Turf Exchange, "
- 200 Caldwell, Geo. W., T. Woodbine ave., "
- 1 Coggswell, C., Northern Hotel, "
- 2 Cobb, N., 502 Central, "
- 3 Cook, Geo. B., 112 Court, "
- 4 Crome, W. M., 302 Central, "
- 5 Corrington, Owen, Magnolia Bath House, "
- 6 Decker, A. C., box 362, "
- 7 Durand, Herbert, 317 Whittington ave., "
- 8 Evans, F. H., South Central ave., "
- 9 Evans, W. G., 527 Central ave., "
- 270 Foote, J. B., Security Hall, "
- 1 Grogg, Mrs. A. L., 207 Garden st., "
- 2 Gage, Vincent, "
- 3 Golden, T. J., 125 Cedar st., "
- 4 Hill, H. D., 224 Central ave., "
- 5 Howell, C. E., "
- 6 Hay, Dr. Eugene C., "
- 7 Hotchkiss, Allen, box O, "
- 8 Henley, H. F., 126 Galena ave., "
- 9 Hopkins, H. H., 126 Galena ave., "
- 248 Harris, James, 402 Central ave., "
- 1 Joyce, R., Ave. Bath House, "
- 2 Levin, Manrice, Turf Exchange, "
- 3 Minor, Dr. J. H., 17 Hickory st., "
- 4 Millime, J. W., Chicago Plumbing Shop, "
- 5 McLaughlin, J. W., 102 Malvern ave., "
- 6 Marks, E. C., 737 Central, "
- 7 Handcock, E. H., "
- 8 Taylor, C. F., 102 Oneonta ave., "
- 9 Wakelin, J. C., 307 Whittington ave., "
- 290 Walker, Deacon, 17 Hickory st., "
- 1 Howland, Thos., 1222 West 11th st., Little Rock

Over 135,000, COLORADO, 3-744.

Creede C. Ward.

- 292 Arns, Edward, Creeds
- 3 Angell, J. E., "
- 2 D. W. C., "
- 4 Dorr, Melvin L., 1720 Pearl st., Denver
- Over 135,000, CONNECTICUT, 2-207.
- Hardford Wheel.
- 256 Shaffer, Chas. W., 41 Grand, Hardford
- 2 Torrington W.
- 6 Hubbard, Frank W., box 923, Torrington
- Over 135,000, DISTRICT OF COLUMBIA, 1-237.
- Unattached.
- 207 Scheiblich, Richard, 1025 7th st., N. W., Washington

Over 135,000, GEORGIA, 8-102.

Unattached.

- 296 Boykin, S. F., Jr., 12 Drawer 1, Atlanta
- 9 Hardin, Edwin A., 16 No. Pryor, "
- 300 Barber, James B., Whitehall Ct., Cedartown
- 1 Anderson, J. L., 318 Second st., Macon
- 2 Hayne, Samuel E., 421 New at., "
- 3 Coleman, O. A., Second at., "
- 4 Coleman, Mrs. O. A., Vineville, "
- 5 Winchester, W. R., M. D., 506 Madison, "

Over 135,000, ILLINOIS, 5-3, 58

W. W. A.

- 306 Burkhardt, W. B., 677 Adams st., Chicago
- Unattached.
- 7 Burkhardt, Miss A. C., 677 Adams st., "
- 8 Rick, W. H., 473 Chicago at., Elgin
- 9 Krenzel, H. C., 249 Lakeside at., "
- 310 Perkins, Miss Edna, South Main, Red Bud

Over 135,000, KANSAS, 5-757.

Hold City W.

- 311 Gard, J. C., So. Main st., Ft. Scott
- 2 Skedd, W. J., Wall & National ave., "
- W. W. A.
- 8 Boys, R. H., 219 E. Douglas, Wichita
- Unattached.
- 4 Elliott, Geo. H., box 8, Topeka
- 5 Hackney, J. L., 119 No. Water, Topeka

Over 135,000, MAINE, 2-500.

Unattached.

- 316 Cummings, L. C., 154 High at., Portland
- 7 Bridges, Jerrie C., box 61, York Village
- Over 135,000, MARYLAND, 10-1,251.
- Park C. C.
- 318 Hobbins, Miss E. Bowie, 837 Park ave., Baltimore

Century C. C.

- 9 Hunter, W. H., 412 Hanover st., "
- Unattached.
- 320 Brown, A. N., U. S. Naval Academy, Annapolis
- 1 Baxter, Arthur H., 1307 Bolton at., Baltimore

2 Dickor, William A., 16 Light st., "
 3 Huthwaite, John C., 606 W. Seneca, "
 4 Morton, Geo. A., 201 Park ave., "
 5 New, Albert H., 1320 No. Charles st., "
 6 *New, Mrs. Albert H., 1320 No. Charles st., "
 7 Richards, J. E., 1113 E. Preston st., "
 8 Thewett, Chas. E., 664 W. Fayette, "
 9 Thewett, Geo. W., 664 W. Fayette, "
 330 Stewart, Andrew D., 1017 McCulloch st., "
 1 Peoley, Beulah S., Hovre de Grace
 2 Ercles, Frank M., Morris, Oxford
 3 Sinclair, Henry G., Morris, "

Over 135,000, MASSACHUSETTS, 33— 9,500.

Vamoose, B. C.
 334 Kiley, M. J., 85 State st., Boston
 1 Rumbler Bl. Club, "
 5 Sargens, Geo. H., 19 Pleasant st., Fall River
 6 Danforth, Ernest W., 21 Warren ave., "
 7 Wilkins, W. A., Albion st., "
 8 Warren Bl. Club, "
 9 Coolidge, G. K., "
 10 Dunson, W. F., "
 11 Roadside C. C., "
 340 Davis, W. W., 25 Poplar st., "
 1 Newhall, Guy W., Boston Globe, "
 2 Anstin, Thomas H., 66 St. James ave., "
 3 Richardson, Spencer C., 39 Newbury st., Boston
 4 Gooding, Theodore P., 294 Newbury st., "
 5 Edmunds, W., 290 Columbus ave., "
 6 Russell, H. K., Weston Herald, "
 7 Williams, S. H., Norfolk House, "
 8 Wayland, Robert S., 48 Waverly st., "
 9 Dudley, Warren P., 17 Dunster st., "
 350 Chamberlain, G. B., 99 Hancock, "
 1 Chase, Harold B., 658 Second st., Fall River
 2 Keith, William L., "
 3 Ford, William L., "
 4 Davis, Millard F., Hildreth b'd'g, "
 5 Sullivan, John D., 64 Parker st., "
 6 Langefelt, A. J., 207 Linden st., "
 7 *Graves, Miss Grace P., 175 Bine Hill
 8 *Keyes, Miss Emma S., 154 Central st., "
 9 Hoey, Edward B., Massachusetts Stables, "
 360 Lull, Rev. John S., "
 1 Barrows, G. W., "
 2 Sleeper, C. F., "
 3 Bates, William M., "
 4 Walker, Irvine E., "
 5 Curtis, John D., 280 Lincoln, "
 6 Over 135,000, MICHIGAN, 5—1,045.

Unattached,
 365 Allen, C. A., 922 Fraser st., "
 7 Burton, F. H., 1500 Third st., "
 8 Renborn, A. N., 1103 Columbus ave., "
 9 Foote, Roy J., 344 Crescent ave., "
 370 Krepps, Frank W., 60 Boetisch st., "
 1 L. C. C. W., "
 2 McCormick, J. M., box 61, "
 3 Over 135,000, MISSOURI, 5—2,135.

Unattached,
 373 Bryan, Wm. H., 2749 Garrison ave., "
 4 Compton, P. C., 4156 Washington ave., "
 5 Edwards, Walter, 1424 Olive, "
 6 Randolph, W. F., University Club, "
 7 Vierling, Fred'k., 5075 Coe Brillante, "
 378 Butler, John H., 1718 South 10th st., Omaha
 9 Kerr, Myron D., 2106 No. 24th st., "
 4 Over 135,000, NEW HAMPSHIRE, 2—
354.

Exeter Bl. Club,
 380 Carlisle, Chas. A., "
 1 Hadley, Wells G., "
 3 Over 135,000, NEW JERSEY DIVISION, 35—4,894.

Meece B. C., "
 382 Judson, Geo. W., 42 Windfall ave., "
 3 Mohs, Chas. A., 156 7th st., "
 4 Jackson, J. T., box 126, "
 5 *James, Margaretta, 63 Maple ave., "
 6 *O'Reilly, Harry, 94 Maple ave., "
 7 M. C. Wheelmen, "
 7 Garwood, John F., 820 West State, Trenton
 8 Chandler, D. T., 1823 Atlantic ave., "
 9 Herman, Frank, 506 No. Indiana ave., "
 300 Johnson, Chas. B., 3 No. Florida ave., "
 1 Reed, C. S., 805 Atlantic ave., "
 2 Reed, Edw. S., 905 Atlantic ave., "
 3 Roseum, Ellard, box 274, "
 4 Robinson, W. E., 34 No. Florida ave., "
 5 Robinson, Albert, box 2022, Asbury Park
 6 Snyder, K. W., 26th st., "
 7 Spou, W. K., 45 W. 87th, "
 8 Crowley, Ella J., Bine Anchor
 9 Lawrinson, Wm. H., 544 York, Camden
 480 Sheppard, Frank S., box 892, Cape May City
 1 Sturtevant, Robert S., 123 Washington, "
 2 Tabor, Harris W., 579 Westmainst, "
 3 *Anderson, Mrs. J. C., Lydecker st., "
 4 Herschel, Clemens, box 4, "
 5 Herschel, W. H., box 4, "
 6 Watson, Deborah E., 79 Jewett ave., "
 7 McGriehan, C. D., 2 Pearl st., "
 8 Mass, Henry, 30 Hancock ave., "
 9 Perkins, Harry C., "
 410 Perkins, John H., "
 1 Granberry, Rev. Stephen H., 384 Sussex
 2 Owen, Samuel, 279 Roseville ave., "
 3 MacCutchon, Geo. W., 65 Clinton ave., "
 4 Van Newburgh, John, 506 Broad, "
 5 White, Harry, 103 Pennsylvania ave., "
 6 Jenkins, Prof., Weston Deaf Mute
 7 School, Trenton

Metuchen W., "
 4 Metuchen, "
 5 *James, Margaretta, 63 Maple ave., "
 6 *O'Reilly, Harry, 94 Maple ave., "
 7 M. C. Wheelmen, "
 7 Garwood, John F., 820 West State, Trenton
 8 Chandler, D. T., 1823 Atlantic ave., "
 9 Herman, Frank, 506 No. Indiana ave., "
 300 Johnson, Chas. B., 3 No. Florida ave., "
 1 Reed, C. S., 805 Atlantic ave., "
 2 Reed, Edw. S., 905 Atlantic ave., "
 3 Roseum, Ellard, box 274, "
 4 Robinson, W. E., 34 No. Florida ave., "
 5 Robinson, Albert, box 2022, Asbury Park
 6 Snyder, K. W., 26th st., "
 7 Spou, W. K., 45 W. 87th, "
 8 Crowley, Ella J., Bine Anchor
 9 Lawrinson, Wm. H., 544 York, Camden
 480 Sheppard, Frank S., box 892, Cape May City
 1 Sturtevant, Robert S., 123 Washington, "
 2 Tabor, Harris W., 579 Westmainst, "
 3 *Anderson, Mrs. J. C., Lydecker st., "
 4 Herschel, Clemens, box 4, "
 5 Herschel, W. H., box 4, "
 6 Watson, Deborah E., 79 Jewett ave., "
 7 McGriehan, C. D., 2 Pearl st., "
 8 Mass, Henry, 30 Hancock ave., "
 9 Perkins, Harry C., "
 410 Perkins, John H., "
 1 Granberry, Rev. Stephen H., 384 Sussex
 2 Owen, Samuel, 279 Roseville ave., "
 3 MacCutchon, Geo. W., 65 Clinton ave., "
 4 Van Newburgh, John, 506 Broad, "
 5 White, Harry, 103 Pennsylvania ave., "
 6 Jenkins, Prof., Weston Deaf Mute
 7 School, Trenton

Over 135,000, NEW YORK, 231— 19,958.

Union L. Wheelmen,
 417 Baron, J. M., 1175 Fulton st., Brooklyn
 1 Walters, W. A., Krombachs Hotel, 25th
 2 st. & 3d ave., "
 3 Williams, Geo. Krombachs Hotel, 25th
 4 st. & 3d ave., "
 5 Constitution C. C., "
 420 McCall, John, 171 Pearl st., Brooklyn
 1 Smith, John, 181 Sands st., "
 2 Cohoes Wheelmen, "
 2 Armstrong, W. J., 69 White st., "
 3 Newburgh W., "
 3 Merritt, Theodore A., 86 Grand st., "
 4 Oaker, W. J., Grand & B'd'way, "
 5 Stern, Moses, 183 Grand st., "
 6 Samuels, Max, 117 Water st., "
 7 N. Y. Tarn Vereln, "
 7 Freund, Zienko, 200 West 15th st., New York
 8 Dent, Joseph, 111 W. 89th st., "
 9 N. Y. Fire Dep't C. C., "
 9 Antenorich, Chas. J., 216 E. 7th st., "
 430 Nielsen, Thorleif, 176 B'dway, "
 1 Ruelwansen, Herman A., Cotton Exch'g
 2 B'd'g, "
 3 Lenox C. C., "
 2 Crandall, Wm. E. Jr., 1841 Madison
 3 Elmendorf, Frank, 200 West 154th st., "
 4 Tenne, Louis F., 82 West 127th st., "
 5 Randall, Chas. R., box 373, "
 6 Jones, Joseph R. C., "
 6 Eastmond, F. S., 227 Main st., Poughkeepsie
 7 Meier, David C., 79 Academy st., "
 8 Rensselaer Co. W., "
 9 Williams, T. M., care Peterson &
 1 Lacker, Troy
 9 McNamara, Daniel J., 63 No. Lansing
 440 Robinson, Karl F., 508 Clinton ave., "
 1 Averill, Julius C., West Main, "
 2 Beecher, Rev. F. W., East Main, "
 3 Bernson, Chas. H., Main st., "
 4 Buys, Fred'k. C., 1187 Dean st., "
 5 Bernol, Chas., 232 Marion st., "
 6 Brewington, Allen C., 135 Keap st., "
 7 Blomfield, Wm. C., 219 South 4th st., "
 8 Brown, James N., 318 Jefferson ave., "
 9 Brighton, G. E., 817 President st., "
 450 Corwin, H. S., 234 Putnam ave., "
 1 Dana, Frank H., 244 Clifton place, "
 2 *Moore, Miss Mary Elsie, 38 Eighth ave., "
 3 Feit, Jacob L., 141 Grand st., "
 4 Pond, William F., 50 Garden place, "
 5 Grandy, Edward F., 324 Albany ave., "
 6 Goodough, Walter S., 267A Lewis ave., "
 7 Gallison, F. W., 517 Madison st., "
 8 Johnson, Helmin, 118 Hamilton ave., "
 9 Hamilton, A. B., 51 Hamilton ave., "
 460 Leeming, Thomas L., 216 Park pl., "
 1 Lynch, Thomas H., 231 So. 3d st., "
 2 Moody, Leonard, 20 Court st., "
 3 *Morrison, Mrs. J., 54th st., "
 4 Norris, T. H., 214 High st., "
 5 Nash, Samuel L., 63 Clark st., "
 6 Nielsen, Alex., 505 10th st., "
 7 *O'Brien, George H., 139 16th st., "
 8 Olds, E. A., Jr., 863 President st., "
 9 Price, William A., 137 16th st., "
 470 Roberts, Hugh S., 841 Broadway, "
 1 Roder, Christian H., 1107 Greene ave., "
 2 Spear, Arthur H., 197 Monroe st., "
 3 Tengeleson, T. T., 129 Hamilton ave., "
 4 Thompson, Wm., 101 Park place, "
 5 *Albertson, Miss M. W., 700 Putnam ave., "
 6 Ameling, Henry, 23, 480 2d st., "
 7 Barnum, Edw. H., 134 Hancock st., "
 8 Field, Theodore W., 48 McDonough, "
 9 King, Chas. B., 558 Marcon st., "
 480 Nordenschild, Joseph, 488 Tenth st., "
 1 *Roberts, Mrs. M., 12 Jackson pl., "
 2 Seifert, Alvin C., 66th st., bet. 15 & 16
 3 Manchester, H. E., 22 West Eagle st., "
 4 Teit, George, 342 Penn st., "
 5 *Barr, Catherine S., care Mrs. J. H. T., "
 6 E. Barr, "
 7 *Bardis, John R., "
 8 Burdes, Henry, 2d, "
 9 Krumhaar, L. Ramsay, "
 1 Kouse, H. J., "
 490 *Nielsen, Andrew, "
 2 Anderson, James E., "
 3 Clough, Theodore, box 24, "
 4 Van Nostrand, Egbert S., box 109, Highland
 5 *Smith, Clara A., box 7, "
 4 Donnelly, Geo., 8014 B'dway, Kingsbridge
 5 Van Kleeck, Harry S., 653 Thine, "
 6 Loehle, John N., "
 7 Niede, Edward, Fairfield Road, "
 8 Smith, Geo. E., "
 9 Coches, Major W. M., box 10, "
 510 Conklin, Chas. N., Central b'dg., "
 1 Nelson, Julius, 128 Union ave., Mt. Vernon
 2 Armstrong, James, 334 West 21st st., "
 3 *Rodenheim, Bertha, 236 East 19th st., "
 4 Brock, Chas. J., 104 West 85th st., "
 5 Brach, W., 146 West 85th st., "
 6 Parks, John J., 16 Perry st., "
 7 Ringwanger, Samuel, 1009 Madison ave., "
 8 Caldwell, James, 564 7th ave., "
 9 Colgate, Lethrop, 50 East 57th st., "
 520 Choa, Felix, M. D., 38 East 60th st., "
 1 *Capella, Adelaide, 127 East 21st st., "
 2 Carroll, Alfred, 207 East 122d st., "
 3 Diefenbacher, H. J., 82 Willett st., "
 4 de Wolfe, Dr. E. R., The Ariston, 55th
 1 st. & B'dway, "
 5 Delester, Henry, 47 Melden Lane, "
 6 *Deane, Mrs. Willard, 122 West 100th st., "
 7 *Dick, Mrs. R. L., 108 West 100th st., "
 8 Duedbach, Philip, 517 10th ave., "
 9 Embury, J. C., 126 Firstmount place, "
 530 Froehlich, lie, 48 East 78th st., "
 1 Fisher, C. Irving, M. D., 41 East 70th
 2 st., "
 3 Gilholy, Richard H., 2338 8th ave., "
 4 Gruner, Frederick, Swede & Nor. Cross,
 2 State st., "
 5 Gatten, Chas. G., 111 West 29th st., "
 6 Hatten, Joseph, 456 Lexington ave., "
 7 Hamilton, Thos. L., 347 West 20th st., "
 8 Haslam, Kewell C., 120 West 94th st., "
 9 Harrel, Wendell, 183 East 85th st., "
 9 Heig, Rudolph, 9 Duane st., "
 540 Howell, John A., 47 Leonard st., "
 1 Harty, Clarence J., 112 West 123d st., "
 2 Hurns, Ch. G., 92 East 7th st., "
 3 Kaufman, Arthur C. (P. O. Williams
 town, Mass.), "
 4 Keoke, "
 5 Kenny, W. J. K., 220 West 70th st., "
 6 Kalkut, Benjamin, 40 Norfolk st., "
 7 Lawler, Nicholas, 949 3d ave., "
 8 Lewis, Geo. W., box 3, "
 9 Lyons, Harris, 160 West 84th st., "
 550 *Martin, Carrie R., 43 W. 125th st., "
 1 Newbold, W. M., 680 Columbus ave., "
 2 Or, Chas., 809 Prospect ave., "
 3 Or, Geo. F., Jr., 682 Prospect ave., "
 4 Prota, W. F., 28 East 29th st., "
 5 Randolph, S. E., 206 West st., "

5 Grandy, Edward F., 324 Albany ave., "
 6 Goodough, Walter S., 267A Lewis ave., "
 7 Gallison, F. W., 517 Madison st., "
 8 Johnson, Helmin, 118 Hamilton ave., "
 9 Hamilton, A. B., 51 Hamilton ave., "
 460 Leeming, Thomas L., 216 Park pl., "
 1 Lynch, Thomas H., 231 So. 3d st., "
 2 Moody, Leonard, 20 Court st., "
 3 *Morrison, Mrs. J., 54th st., "
 4 Norris, T. H., 214 High st., "
 5 Nash, Samuel L., 63 Clark st., "
 6 Nielsen, Alex., 505 10th st., "
 7 *O'Brien, George H., 139 16th st., "
 8 Olds, E. A., Jr., 863 President st., "
 9 Price, William A., 137 16th st., "
 470 Roberts, Hugh S., 841 Broadway, "
 1 Roder, Christian H., 1107 Greene ave., "
 2 Spear, Arthur H., 197 Monroe st., "
 3 Tengeleson, T. T., 129 Hamilton ave., "
 4 Thompson, Wm., 101 Park place, "
 5 *Albertson, Miss M. W., 700 Putnam ave., "
 6 Ameling, Henry, 23, 480 2d st., "
 7 Barnum, Edw. H., 134 Hancock st., "
 8 Field, Theodore W., 48 McDonough, "
 9 King, Chas. B., 558 Marcon st., "
 480 Nordenschild, Joseph, 488 Tenth st., "
 1 *Roberts, Mrs. M., 12 Jackson pl., "
 2 Seifert, Alvin C., 66th st., bet. 15 & 16
 3 Manchester, H. E., 22 West Eagle st., "
 4 Teit, George, 342 Penn st., "
 5 *Barr, Catherine S., care Mrs. J. H. T., "
 6 E. Barr, "
 7 *Bardis, John R., "
 8 Burdes, Henry, 2d, "
 9 Krumhaar, L. Ramsay, "
 1 Kouse, H. J., "
 490 *Nielsen, Andrew, "
 2 Anderson, James E., "
 3 Clough, Theodore, box 24, "
 4 Van Nostrand, Egbert S., box 109, Highland
 5 *Smith, Clara A., box 7, "
 4 Donnelly, Geo., 8014 B'dway, Kingsbridge
 5 Van Kleeck, Harry S., 653 Thine, "
 6 Loehle, John N., "
 7 Niede, Edward, Fairfield Road, "
 8 Smith, Geo. E., "
 9 Coches, Major W. M., box 10, "
 510 Conklin, Chas. N., Central b'dg., "
 1 Nelson, Julius, 128 Union ave., Mt. Vernon
 2 Armstrong, James, 334 West 21st st., "
 3 *Rodenheim, Bertha, 236 East 19th st., "
 4 Brock, Chas. J., 104 West 85th st., "
 5 Brach, W., 146 West 85th st., "
 6 Parks, John J., 16 Perry st., "
 7 Ringwanger, Samuel, 1009 Madison ave., "
 8 Caldwell, James, 564 7th ave., "
 9 Colgate, Lethrop, 50 East 57th st., "
 520 Choa, Felix, M. D., 38 East 60th st., "
 1 *Capella, Adelaide, 127 East 21st st., "
 2 Carroll, Alfred, 207 East 122d st., "
 3 Diefenbacher, H. J., 82 Willett st., "
 4 de Wolfe, Dr. E. R., The Ariston, 55th
 1 st. & B'dway, "
 5 Delester, Henry, 47 Melden Lane, "
 6 *Deane, Mrs. Willard, 122 West 100th st., "
 7 *Dick, Mrs. R. L., 108 West 100th st., "
 8 Duedbach, Philip, 517 10th ave., "
 9 Embury, J. C., 126 Firstmount place, "
 530 Froehlich, lie, 48 East 78th st., "
 1 Fisher, C. Irving, M. D., 41 East 70th
 2 st., "
 3 Gilholy, Richard H., 2338 8th ave., "
 4 Gruner, Frederick, Swede & Nor. Cross,
 2 State st., "
 5 Gatten, Chas. G., 111 West 29th st., "
 6 Hatten, Joseph, 456 Lexington ave., "
 7 Hamilton, Thos. L., 347 West 20th st., "
 8 Haslam, Kewell C., 120 West 94th st., "
 9 Harrel, Wendell, 183 East 85th st., "
 9 Heig, Rudolph, 9 Duane st., "
 540 Howell, John A., 47 Leonard st., "
 1 Harty, Clarence J., 112 West 123d st., "
 2 Hurns, Ch. G., 92 East 7th st., "
 3 Kaufman, Arthur C. (P. O. Williams
 town, Mass.), "
 4 Keoke, "
 5 Kenny, W. J. K., 220 West 70th st., "
 6 Kalkut, Benjamin, 40 Norfolk st., "
 7 Lawler, Nicholas, 949 3d ave., "
 8 Lewis, Geo. W., box 3, "
 9 Lyons, Harris, 160 West 84th st., "
 550 *Martin, Carrie R., 43 W. 125th st., "
 1 Newbold, W. M., 680 Columbus ave., "
 2 Or, Chas., 809 Prospect ave., "
 3 Or, Geo. F., Jr., 682 Prospect ave., "
 4 Prota, W. F., 28 East 29th st., "
 5 Randolph, S. E., 206 West st., "

6 Scribner, Irving S., 101 West 90th st.,
 7 Seelye, B. P., 162 West 123d st.,
 8 "Stromberger, Mrs. C. L., Jr., 257
 West 128th st.,
 9 Sullivan, Herbert A., 219 West 79th st.,
 10 Stewart, James, Met. Opera House,
 11 Mayre, Ernest A., 136 West 80th st.,
 12 Thackberry, Samuel, 721 Lexington
 ave.,
 13 Washburn, Thomas P., Room 122, 1
 B'way,
 14 Weeks, Arthur D., 58 Wall st.,
 15 Wright, Elbert Hallock, 102 MacDougall
 st.,
 16 Waterman, Franklin R., 11 Fulton st.,
 17 Wachen, John J., 493 6th ave.,
 18 Wilcox, F. W., 112 West 11th st.,
 19 Young, Mrs. J. H., Pelham,
 20 Brooks, Frederick, 596 Broadway,
 21 Brooks, Walter, 606 Broadway,
 22 Breitwieser, Leon L., 74 E. 7th st.,
 23 Brunow, Alphonse A., 200 W. 90th,
 24 Burygine, Stephen H., 484 E. 143d,
 25 Daly, Charles M., Metropolitan Opera
 House,
 26 Eckert, Chas. E., 1127 Park ave.,
 27 Kowalski, Louis C., 340 Lenox ave.,
 28 Goldberg, Joseph, 1629 Madison ave.,
 29 Gross, Louis N., 38 East 65th,
 30 Hille, Dr. W. B., 730 East 18th,
 31 Hoffman, A. H., 73d & Lexington ave.,
 Hotel Lorenz,
 32 Hoffman, Mrs. R. R., 72d & Lexington
 ave., Hotel Lorenz,
 33 Hsieh, Miss A. E., 261 West 42d,
 34 Huischmitt, John J., M. D., 234 East
 36th,
 35 Jantner, George E., 530 East 45th,
 36 Jacobs, Sol H., 36 East 80th,
 37 Jaboda, S., 73 B'way Home,
 38 Koenig, Adolph G., 1st ave. & 44th,
 39 Krueger, Bernard, Hotel Vandana,
 40 Karasch, A. H., 108 West 7th,
 41 Lemon, Miss Adelaide T., 178 West
 75th,
 42 Lichtenfeld, S., 341 East 77th,
 43 Lamer, John L., 33 Irving place,
 44 Price, Harry, 507 East 18th,
 45 Reed, Charles W., 625 Second ave.,
 46 Rosenberg, Albert H., 424 West 47th,
 47 "Schulze, Miss W., 241 6th ave.,
 48 Stevens, Joseph T., (Colorado Springs,
 Colo.),
 49 Sanford, Elmyr, 179 West 93d,
 50 "Sanford, Mrs. Elmyr, 179 West 93d,
 51 Smith, Effie, 464 Amsterdam ave.,
 52 Taylor, David H., Hotel Savoy,
 53 Ulrich, H. P., 40 Prince st.,
 54 Van Keuren, Miss Julia F., 153 West
 102d,
 55 Walz, Geo., box 1543,
 56 Wanderlich, Theo., 128 East 104th,
 57 Wyler, Julius, 43 West 90th,
 58 Weiss, J. C., 52 Wall,
 59 Wilcox, Fred H., 13 William,
 60 Ward, Joseph H., 148 B'way,
 61 McNally, John, 12 Bethune st.,
 62 Conklin, Geo. W., box 454,
 63 Fendel, Martin, 229 Union st., Pomphogus
 64 Glindra, Conrad, box 187,
 65 Hoffman, Frank, 290 Main st.,
 66 Harris, F., box 187,
 67 Miller, Joseph, 168 North Water st.,
 68 Ritter, James, 107 Deland st.,
 69 Tewkesbury, W. F., box 187,
 70 Wilson, James, 101 Main st.,
 71 Young, Wm. H.,
 72 Young, Edmund, 94 So. Hamilton,
 73 Boyd, Geo. C., 61 Academy st.,
 74 Smith, Wm. W., 13 Market st.,
 75 Peacock, Channery D., Porters Corner
 76 Runnow, Adolph A., Princes Bay
 77 Addison, Walter C., 114 Savannah st.,
 78 "French, Miss Louise C., 64 1/2 Melga st.,
 79 Love, C. A., 70 Chestnut,
 80 Mandery, J. J., 93 East Main,
 81 O'Connell, Edmund, Jr., 85 East Main,
 82 Renouf, William J.,
 83 Summerhays, W. W., 420 Plymouth ave.,
 84 Thompson, Alvin L., 62 South st.,
 85 Moore, J. Edward, 128 A'vrell ave.,
 86 Leight, Henry K., 82 Hickory st.,
 87 Engel, Clara S., 29 So. st.,
 88 Chapman, C. R., 59 Union st., Schenectady
 89 Jones, Geo. W., box C,
 90 Hawley, S. L., 58 Wash. ave.,
 91 Lobell, W. W., box 56,
 92 "Rill, Miss Gertrude, Spuyten Duyck
 93 Paine, John, 17 First st., Troy
 94 "Major, Miss Louise C., Van Cortland
 95 Carstean, Wm. D., 29 Henry st., Van Siclen
 96 John, F. Elm st., West New Brighton
 97 Parks, Charles, 122 Harriot st., Yonkers

Over 125,000, NORTH CALIFORNIA,
 1-1,034.

Cap. City W.
 648 Cooper, Millard F., 518 L. st., Sacramento

9 Phipps, Chas. E., 1418 N. st.,
 Unattached,
 650 Alexander, C. F.,
 1 Muhr, Herman, 1127 8th st.,
 2 Frink, Harry E., 322 N. 2d,
 3 Fuchler, John, 1020 Eighth st.,
 4 Buckbee, S. C., Milla B'd'g., San Francisco
 5 Wilson, M. S., Milla B'd'g.,
 6 Topits, Robert L., 545 Market st.,

Over 125,000, OHIO, 5-2,219.

C. B. C.,
 657 Castatier, Harvar, 852 Hithaway,
 Cincinnati
 Cleveland W. C.,
 8 McKisson, H. E., 84 Tilden ave., Cleveland
 9 Strimpis, Theo. L., 203 Barkness ave.,
 660 "Kaufman, Miss Carra A., box 872,
 Cincinnati
 1 Ingold, W. M., box 531,
 New Vienna

Over 125,000, OREGON, 3-307.

Unattached,
 662 Garrett, E. C., 53 First st., Portland
 Unattached,
 3 "Dyer, Emma P., Portland
 4 Bohman, E. F., 46 No. 9th,

Over 125,000, PENNSYLVANIA, 77-
 10,616.

Homestead Cycles,
 665 Wiener, Edward G., Homestead
 Union Wheelmen of the Bethlehem,
 6 Bernatien, Fred, Main,
 McKeesport Cycles,
 7 Herwig, Wm. K., 5th
 8 Rea, John, B'nk. ave.,
 Broad St. Sta. W.,
 9 Brantigan, W. H., 218 Allen, Philadelphia
 670 McCulloch, William S., 1357 No. 12th st.,
 "Penn Wheelmen,
 1 Burk, Charles W., 2400 No. 18th,
 Philadelphia
 2 Dunlap, Joseph A., 3110 Hazel ave.,
 3 Miller, Geo. C., 2015 No. 17th,
 4 Robertson, Edward T., 943 No. 4th,
 "Kaystone Wheelmen,
 5 Ott, Wm. H., 1504 So. 6th st.,
 "Hill Wheelmen,
 6 Buno, Jacob, 2112 E. Dauphin,
 Crescent Cycling Club,
 7 Drake, W. C., Titusville
 8 Weiser, Harry K., 507 Linden ave., York
 Unattached,
 9 Blackburn, I. H., Hotel Ambler, Ambler
 680 "Hickborn, Lizzie, Hotel Ambler,
 1 Knoblach, Wm.,
 2 Vocum, Horace L., Ardmore
 3 Raymond, John W., 156 West 8th st., Erie
 4 McCarly, William D., Pleasant st.,
 Grove City
 5 Canby, W. Marriott, Jr., 307 Earham
 Terrace,
 6 De Mare, B. E. L., 125 School Lane,
 7 Longenecker, David, box 220,
 8 "Adair, Mrs. Anna S., 1414 Palmer st.,
 Philadelphia
 9 Andrews, Samuel C., 2004 Ridge ave.,
 680 "Appleton, John L., 3415 Spring Garden,
 1 Brenne, Harry, 1015 Chestnut,
 2 Brooks, John B., 305 Betz b'd'g.,
 3 Curry, Wm. J., 118 Milford,
 4 Smith, Wm. D., 267 South 11th,
 5 de Martilly, L. G. G., 501 South Broad,
 6 Fisher, Joseph, 1531 South 2d,
 7 "Harrish, Georgina B., 858 North Broad,
 8 Hartmann, C. A., 1108 South Broad,
 9 Krier, W. L., 1426 Hanover,
 700 Ketchum, Benj. J., Drexel Road, Over-
 brock,
 1 Kilien, C. M. N., 743 South 25d,
 2 "Killeen, Mrs. C. M. N., 743 South 25d,
 3 Lehman, W. H., 707 Sanson,
 4 Hartmann, C. A., 1108 South Broad,
 5 Marcus, Herman D., M. D., Medico
 "Chirurgical Hospital,
 6 Myers, Edward L., 806 North 41st,
 7 "Harris, Wm. W., Dickinson,
 8 Rogers, John I., 1802 Race,
 9 "Rogers, Elizabeth T., 1752 No. 26th,
 10 "Harris, Wm. W., 1110 Water,
 2 Smith, Horace, Drexel Road, Overbrook,
 3 "Nartsin, Miss Emily, 1346 North Broad,
 4 Thomas, Edgar G., 1553,
 5 Trainer, John A., 1610 South Broad,
 6 Tait, Hermann, 618 South 10th st.,
 7 "Thorne, Lillian S., 8210 Spencer Terrace,
 8 Wolf, Louis, 1735
 9 Work, Jean A., 305 South 4th st.,
 720 Brice, R. N., 1428 Euclid ave.,

1 Davenport, Howe E., 961 No. 43d,
 2 Davis, John E., 1615 Tasker,
 3 Elliott, L. T., 2145 Over place,
 4 Edmunds, Franklin Spencer, 1538 Cen-
 tennial ave. W.,
 5 Houts, Martin, 1510 Cherry,
 6 Mours, Jno. W., 1101 Market,
 7 Price, Harry G., 527 Arch st.,
 8 Glass, Dr., 2125
 9 Saunders, Samuel L., 4128 Lancaster
 ave.,
 730 Davis, Charles G., 906 No. 2d,
 1 Hustler,
 2 Lewis, F. D., 501 Drexel b'd'g.,
 3 Corson, Robert T., 4609 Frankford av.,
 4 "Fringing, Louis, 3185 Columbia ave.,
 5 Davis, Hugh H., 408 Ferguson b'd'g.,
 Pittsburgh
 6 "Rice, Miss Lucy M., Monongahela House,
 7 Stevenson, H., 115
 8 Ties, Geo. W., 2400 Penn ave.,
 9 Strong, Chas. R., box 3,
 Villanova
 740 "Kline, L. Elizabeth, 226 South 10th,
 West Phila.

1 Pike, Dr. C. P., Paschalville,
 Providence

Over 125,000, RHODE ISLAND, 5-
 1,037.

Unattached,
 742 Lima, Bartholomew M., 16 Governor st.,
 3 Smith, R. S., 44 Oliver,
 4 Sweet, Frank H., 13 Halsey,
 5 Johnson, Chas. H.,
 6 Maxwell, Frank E.,
 Summit
 Warren

Over 125,000, TENNESSEE, 1-408.

Unattached,
 747 Cline, David, 128 No. Market, Nashville
 Over 125,000, TEXAS, 18-455.
 Ennis W. C.,
 748 Jolesch, Joe,
 Unattached,
 9 Randall, Gordon, 290 Marlen, Dallas
 750 Loefer, R. M., 1st Nat'l B'k., El Paso
 1 Bernig, Thos. Jr., 610 Main st., Houston
 2 Brown, Geo., West Union Telegraph Co.,
 3 Duerer, Robert, 1007 Hook st.,
 4 Oliver, W. B., 610 Main,
 5 Williamson, E. K., 701 Main,
 6 Hutchinson, Courtney, care Inman & Co.,
 7 Hanford, Seymour,
 8 Lusk, C. M., 1801 Preston ave.,
 9 Loring, M. J. D. S. D. S., 17m 212 Mason
 b'd'g.,
 760 Levy, H. L., box 102,
 1 Migge, K. Jr., care Inman & Co.,
 2 Steubner, Max,
 3 Scruggs, W. D., care Brown Bros.,
 4 Magee, R. M.,
 5 Wood, M. M., care H. S. Bettes Bldg.,
 Paris

Over 125,000, WASHINGTON, 76-415.

Puyallup Valley C. C.,
 768 Huntley, F. A., Puyallup
 1 Lewis, Chas. A.,
 2 Armstrong, W. C.,
 3 Armstrong, W. B., box 155,
 4 Pioneer, J. T., 216 Col. st., Seattle
 770 "Gay, Mrs. W. R., Rowell block,
 1 Kelly, J. E.,
 2 Morris, Chas. I., 909 9th st.,
 3 Piper, Walter F., 804 First ave.,
 4 Strickland, H. P., 1800 Lake View st.,
 5 Way, Frank T., box 410,
 6 Whaley, James C., 231 Pontions ave.,
 7 Purvis, C. A., New Whatcom
 Unattached,
 8 Kowler, Ed. L.,
 9 Sanford, Max,
 780 Lowry, Robert,
 1 Schofield, Ed. E.,
 2 Falconer, Geo. A., Fort Steallcom
 3 Johnston, J. D.,
 4 Davis, Brad W., 1102 East Second, Olympia
 5 Pilley, Geo. R.,
 6 Hall, A. S.,
 7 Talcott, Chas. R.,
 8 Bernard, W. J., box 254,
 9 Dignon, Charles O., Queen City Laundry,
 790 Efray, J. W., Western & Spring sts.,
 1 Greenbaur, J. O., box 1142,
 2 Kilbourne, H. H., 818 Second ave.,
 3 Porter, F. E., box 410,
 4 Power, Chas., Boston B'k.,
 5 Seymour, F. D., W. F. Fuller & Co.,
 6 Wilson, E. F.,
 7 Hall, Harry M., 919 1/2 C. st., Tacoma
 8 Baker, John S.,
 9 Burns, Dr. A. E., Theatre b'd'g.,
 800 Bridges, Ralph, Dr. Montello,
 1 Coleman, Dr. A. H., 215 South L. st.,
 2 Davidson, Alpheus, 907 Tacoma ave.,

Over 125,000, WASHINGTON, 76-415.

Puyallup Valley C. C.,
 768 Huntley, F. A., Puyallup
 1 Lewis, Chas. A.,
 2 Armstrong, W. C.,
 3 Armstrong, W. B., box 155,
 4 Pioneer, J. T., 216 Col. st., Seattle
 770 "Gay, Mrs. W. R., Rowell block,
 1 Kelly, J. E.,
 2 Morris, Chas. I., 909 9th st.,
 3 Piper, Walter F., 804 First ave.,
 4 Strickland, H. P., 1800 Lake View st.,
 5 Way, Frank T., box 410,
 6 Whaley, James C., 231 Pontions ave.,
 7 Purvis, C. A., New Whatcom
 Unattached,
 8 Kowler, Ed. L.,
 9 Sanford, Max,
 780 Lowry, Robert,
 1 Schofield, Ed. E.,
 2 Falconer, Geo. A., Fort Steallcom
 3 Johnston, J. D.,
 4 Davis, Brad W., 1102 East Second, Olympia
 5 Pilley, Geo. R.,
 6 Hall, A. S.,
 7 Talcott, Chas. R.,
 8 Bernard, W. J., box 254,
 9 Dignon, Charles O., Queen City Laundry,
 790 Efray, J. W., Western & Spring sts.,
 1 Greenbaur, J. O., box 1142,
 2 Kilbourne, H. H., 818 Second ave.,
 3 Porter, F. E., box 410,
 4 Power, Chas., Boston B'k.,
 5 Seymour, F. D., W. F. Fuller & Co.,
 6 Wilson, E. F.,
 7 Hall, Harry M., 919 1/2 C. st., Tacoma
 8 Baker, John S.,
 9 Burns, Dr. A. E., Theatre b'd'g.,
 800 Bridges, Ralph, Dr. Montello,
 1 Coleman, Dr. A. H., 215 South L. st.,
 2 Davidson, Alpheus, 907 Tacoma ave.,

Over 125,000, WASHINGTON, 76-415.

Cap. City W.

648 Cooper, Millard F., 518 L. st., Sacramento

3 Gottschalk, Louis, 1352 C. st.,	"	9 Sargent, W. F., Hotel Fife,	"	5 Hickman, E. C., 1106 Pac. ave.,	"
4 Heilig, I. M., The Irving,	"	820 Smith, W. D., 915 C. st.,	"	6 McDonnell, W. G., 818. 1,	"
5 Hicks, Grant S., M. D., St. Helena,	"	1 Stevens, John B., 724 No. N. st.,	"	7 *Lathrop, Miss Emma M., 212 So. J. st.,	"
6 Heller, W. G., 1001 A. st.,	"	2 Spilke, W. D. C., 1215 A. st.,	"	8 Woodruff, W. H., Jr., 502 No. Yak. ave.,	"
7 Handforth, T. J., St. P. & Pac. L. Co.,	"	3 Spilke, A. W., 1215 A. st.,	"	9 Dutcher, E. F., Pac. Nat'l Bank,	"
8 Jolley, B. F., 612 No. K. st.,	"	4 Sanda, A. C., 3122 No. 24th st.,	"	840 Montgomery, Ed., The Monogram,	"
9 Jacob, Meyer, 606 S. I. st.,	"	5 Turrell, Geo. J., 922 Pacific ave.,	"	1 Reed, W. H., 923 Pacific ave.,	"
10 Lamborn, Frank M., Pacific ave. & 11th,	"	6 Vanderbilt, W. H., Nor. & C. st.,	"	Over 135,000, WISCONSIN, 2-1,640,	"
1 Lyon, Jno. F.,	"	7 Wolbert, Francis, 410 North L. st.,	"	L. C. C. W.,	"
2 Larrison, Carl S., 301 No. L. st.,	"	8 Wheeler, D. D., 939 Tacoma,	"	842 Gund, Henry,	La Crosse
3 Munn, Geo. Ladd, Fidelity bld'g,	"	9 Yocom, James H., 3 St. Helena Flats,	"	Unattached,	Oshkosh
4 Miller, E., 942 B. ave.,	"	820 Dundas, S. L., 401 Purshup ave.,	"	New League Clubs,	Ill.
5 Munson, Dr. C.,	"	1 Gayles, J. C., 724 North K. st.,	"	751 Red Rose Cycling Club,	Troy, Ill.
6 Pentecost, L. J., Pac. Nat'l B'k,	"	2 Hatl, Ed. S., 917 No. K. st.,	"		
7 Rice, Stuart, 440 So. C. st.,	"	3 Hewitt, Edward, The Montello,	"		
8 Scott, C. E., Tacoma Hotel,	"	4 Herman, Geo. L., 514 N. D. st.,	"		

LAUREL CYCLE CLUB.

The illustration on this page shows a few members of the Laurel Cycle Club, St. Paul, Minn., ready to start on an outing.

The scene is a familiar one, for every city, town and hamlet now has its cycle clubs, whose members include all classes and ages.

Cycle clubs have exerted a very helpful influence on cycling in general. The appearance of an organized, uniformed company of men and women cyclists carries with it an impressiveness and force.



It is an object lesson to the general public and helps to establish in the minds of men the fact that the bicycle and its patrons have become a great factor in the social and commercial doings of today. A well-conducted club may very happily carry out in local detail the work outlined and done in a broad, national manner by the L. A. W. A cycle club that does not belong to the L. A. W. is deficient in its purposes and the methods for obtaining the greatest good for the greatest number.

A LADY lost a pocketbook containing about \$100 on the afternoon of October 25th, probably between Leonia, N. J., and Fort Lee. If any member of the party of wheelmen passing that way a little later found it, he is asked to communicate with F. A. Burleigh, Germantown, Pa.

"FREE Wind, Water and Rest" is a sign over the door of a repair shop in Stoneham, Mass.

CAMERA NOTES.

In the next number of the L. A. W. BULLETIN space will be devoted to the "Camera Fiends" and the various kindred attributes that make amateur photography a subject of interest to many wheelmen.

Isn't it fortunate railroads don't have to quit hauling every time it rains.

Too many farmers pool their earnings in mud puddles.

Can't Dwell Together.

Oh ye of wasteful ways, beware!
For Want is Folly's twin;
And Plenty hurries out whene'er
Extravagance steps in.

ELECTION is over; now let every one attend to business.

RIDE your wheel whenever you can is about the kindest plan.

FRIENDS are better than enemies.
Try to correct them.

A Sure Sign.

You can tell by the way he carries his head,
By his proud, imperious, haughty tread,
And his lofty air and his car-like grin,
He has laid his winter's fuel in.

THE L. A. W. ABROAD.

EDITOR L. A. W. BULLETIN:

I took my bicycle into France and Germany without paying duty or leaving a deposit by simply showing my L. A. W. ticket, and think I received some extra attention by the same means.

No. 104,602.

I HAVE ridden 54, 56, 63, 68, 80½, and am riding 84. For good level roads I like 84 best, but think it too high for general riding and have ordered 73½; but if I was so fortunate as to find that our roads consisted of "down grades and of levels" each way, I might be tempted to try a 500 or higher.

WILMINGTON, N. C. No. 123,481.

IF YOU cannot be happy, you can at least refrain from clouding the happiness of others.

SEND stamp for L. A. W. Puzzle.

QUERIES AND ANSWERS

No. 126,050 : — Letter received too late.

J. H. T., New York : — Glad you like the L. A. W. BULLETIN.

No. 90,045 : — You did quite right to patronize the Philadelphia & Reading R. R. under the circumstances.

THE G. S. CO., New York : — We will mention all catalogues received, whether bicycles or other goods are represented.

No. 97,592 : — If you are willing to have your name published at the end of your complaint we can use it ; otherwise not.

No. 80,672 : — We cannot undertake to enlarge upon any of our advertisements in the reading columns. You should write to the advertisers in question.

O. W. M. : — It was very flattering to know that you quoted nine paragraphs from the L. A. W. BULLETIN on your score card, but there would have been no harm in giving us credit.

H. S. F., BROOKLYN : — Most hotel men are honest, but there is no harm in seeing the certificate of any hotel that claims to be appointed by the L. A. W. and still refuses to give a special rate.

No. 126,359 : — Several of the large divisions publish lists of hotels which agree to give L. A. W. members a stated discount. In Massachusetts each designated hotel-keeper signs a bond for fifty dollars, which he agrees to forfeit if rates are not made as published.

No. 126,974 AND J. W. : — Never put much confidence in such as put no confidence in others. A man prone to suspect evil is mostly looking in his neighbor for what he sees in himself. As to the pure all things are pure, even so to the impure all things are impure.

G. S. R., Willard, N. Y. : — Ordinarily no organization would try to vindicate one of its members in deliberately causing an accident, even though the offending wagon *was* on the wrong side of the road. No doubt the driver was a "road hog," but so long as you had plenty of room to avoid a collision it was your duty to do so.

A man may face the cannon's mouth,
And as for fear, he'd scorn it;
Yet he will run like a son-of-a-gun
To get away from a hornet.

TWO OR THREE POINT BEARINGS.

We are asked which will run easier, — a two-point bearing (*i. e.*, a bearing in which each ball touches only at two points,) or one which has a bearing on the ball at three points.

Mechanics differ on this subject, and many good arguments are made on both sides. We may discuss it later. In general, it is safe to say that a thoroughly well-made bearing of either style would be quite satisfactory.

A peculiar feature of the ball-bearing is that it admits of inferior workmanship, and will operate fairly well even when it is improperly designed. Great care, however, is necessary to obtain the fullest efficiency in this, as in all other, mechanical devices.



A trip on the sea when it's stormy and rough.

What glorious sport there is in it!

Even those that are sick have excitement enough:
Something new's coming up every minute.

PROMISCUOUS.

PEOPLE of the same politics this year coin-side.

TWENTY-DOLLAR gold pieces are double legal money.

THE much-discussed theatre hat must be very heavy, considering the *bird-on*.

THERE is a mythological personage who will give you an extra roast without even a tip.

IF CYCLERS are slippers on wet asphalt, are sprinkling-cart men, in consequence, proper-gaiters?

THE sprinkling-cart man believes himself a very influential member of the ship-building fraternity: with one motion of his foot he produces many "slips."

WHEN learning to ride the bicycle, it is safe and convenient to be held up: but when you are a good rider you should decline with thanks and a revolver.

NEW YORK.

GEORGE F. SCHREYER.

"I FEEL," said the man, when the cyclone was through
With combing his whiskers, "most mightily *Nero*."

HARTFORD TIRES

Before deciding on next year's tires,
remember that

Hartford Tires are the Original Single-Tubes.

We made them for years, while other makers
worked along a different line.

Hartford Tires are the Best-known Single-Tubes.

When anyone speaks of a single-tube tire you
think of a Hartford at once.

*Use tires with an established reputation;
your wheels will sell easier.*

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCH HOUSES:

100 Chambers St., New York 136 Lake St., Chicago
910 Filbert St., Philadelphia 8 Queen St., E. Toronto, Ont.
281 First Ave., South, Minneapolis, Minn.

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1739 St. Charles Ave., New Orleans

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

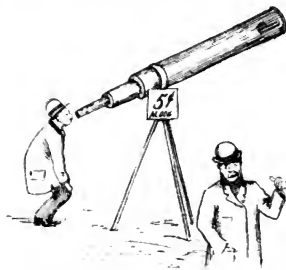
Nor does the work which
is soldered, if you use the

**Elliott Non-Corrosive
Soldering Fluid**

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint	.60

Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

• • • • •
ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.



THE BUSINESS IS LOOKING UP.

SOME persons believe that whale and Jonah story
too much to swallow.

"I SHOULD like an article from your pen," said
the country editor to the farmer-subscriber who had
promised him some pork.

IT IS said that more deaf men go to church than
to the theatre.

A Fatal Symptom.

A woman's mind may be on the decline,
But it's not bad enough to correct it
Till she actually passes a "bargain-sale" sign
Without stopping in to inspect it.

STRANGELY enough, if you feed a horse plenty of
corn and hay he is likely to "feel his oats."

AS WELL put sharpened stilts on horses as narrow
tires on wagons, and expect good roads.

GOOD ROADS are the greatest public demand in
America, today.

Cupid's Coin.

Joy never will come to fill the cup
Of those who marriage dread,
Till they give their bachelor quarters up
For better halves instead.

BUT few married women are lovers of the beau-
tiful—women their husbands admire.

THERE'S nothing else so good as wheeling
With which to cure that "tired feeling."

PREACHERS labor for the glory of God and, in-
cidentally, for the salaries paid them by men.

GOD made the horse's hoofs broad. Men make
the wagon tires narrow.

THE NEW
PUBLIC LIBRARY

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN
OF THE LEAGUE OF
AMERICAN
WHEELMEN.

The Road is a
creation of man
and a type of
civilized
society

Vol. XXIV.

Boston, November 13, 1896

Number 20



MUSKINGAM DRIVE, NEAR MARIETTA, O.
Photographed by J. C. Brennan.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 69,640.

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The New Common Sense Bicycle Hats.

MADE IN THE FOLLOWING COLORS:

Black, Seal Brown, Golden Brown, Snuff Brown, Otter,
Beaver and Pearl.



Perfectly adapted for Bicycling, Riding, Driving, Golfing and Shooting.

The brim can be snapped down at any quarter, to protect the face against sun, wind or rain.

ASK YOUR HATTER FOR THEM.

E. V. CONNETT & CO.,

New York City.

Suitable for all the year round wear.

"Turtle Neck" Sweaters

are the correct kind for men and boys for all sorts of out-door work or sports. We have an assortment of colors and qualities that is not equalled in any other store — not are prices elsewhere so low.

Boys' "Turtle Neck" Sweaters, all wool, at **\$2.00**

Boys' "Turtle Neck" Sweaters, fine worsted, at **\$3.25**

Men's "Turtle Neck" Sweaters, all wool, at **\$2.50**

Men's "Turtle Neck" Sweaters, fine worsted, at **\$3.75**



Do not hesitate to order by mail. If the goods are not what you expect, we will promptly refund the money. Mention size and color desired. At the above prices the sale will be rapid, so order at once.

STRAWBRIDGE & CLOTHIER,

DRY GOODS...

PHILADELPHIA.



"NECESSITY IS THE MOTHER."

EDITOR L. A. W. BULLETIN:

After crossing the picturesque Kentucky river, the road followed the windings of a little creek which flowed at the foot of a rugged cliff. The smooth white pike, shaded here and there by wide-spreading maples, was as fair as a cyclist's dream of the happy scorching grounds of the hereafter. The scenery was magnificent, and from the wooded heights flashed Autumn's brightest tints, in striking contrast to the sombre dark green of the cedars.

The unbroken silence was impressive, and I rode on in deepest bachelor meditation.

Suddenly, I was brought down to earth by the "Phiz-z-z" of air escaping from my rear tire. Dismounting I found that a sharp rock had cut through both outer casing and inner tube. On examination the cut proved to be too large to be patched in the ordinary manner, because on inflation of the tire a hole corresponding to the cut in the outer casing was blown in the patch put on the inner tube. Tire tape alone could save me a walk of ten miles to the nearest town.

Spurred to action by the mother of invention, I improvised tire tape in the following manner: I stretched a strip of ordinary rubber across the cut and tied it around the rim. I then tore my pocket handkerchief in strips and wrapped them around the tire in the form of a surgeon's bandage, to hold the rubber strip in place and protect it from wear. The home-made tire tape was not ornamental, but it saved me a ten-mile promenade.

SHELBYVILLE, KY.

TOM WALLACE, JR.

THOSE AWFUL GONGS.

EDITOR L. A. W. BULLETIN:

Dear Sir.—Is it not time that something be done to stop this insane use of police patrol, ambulance, or fire alarm gongs on bicycles?

If the good sense of the average cyclist cannot do so, then it will be the duty of some one to seek the intervention of the law.

The League members can be reached through your columns; interest them in this matter, and their influence may do good.

On this subject it would be well to insist that bell be on handle-bar, convenient to the hand when required.

Fraternally, No. 5,144.

When a minister comes to a church he's "called,"

But we dare not print nor say

The awful terrible things he's called

When they want him to go away.

From an Advertiser.

It gives us great pleasure to express our appreciation of the journal you have provided for the League of American Wheelmen, and we believe the members of the League must appreciate its unique and valuable features as much as we do. Of course any paper that reaches so large a class of intelligent buyers and is carefully read by them must prove a valuable advertising medium, and we use the BULLETIN accordingly.

Yours truly,

POPE MANUFACTURING COMPANY.

FLOODING THE STREETS OF PHILADELPHIA.

EDITOR L. A. W. BULLETIN:

The manner in which the streets of Philadelphia are watered should receive the attention of bicycle riders generally, and some action, I think, could be taken to remedy the daily flooding of our principal thoroughfares. I believe the dust in the streets should be settled by sprinkling, but deluging them daily is entirely uncalled for. Not only that, but from the slimy condition so much flooding causes, it is certainly dangerous to life and limb.

This morning a friend and myself coming down Broad street on a tandem, were compelled to turn sharp to get out of the way of a wagon. Owing to the slimy condition of the street we had a fall, which, had we been going with any speed would, without doubt, have resulted disastrously for us. Luckily neither of us was hurt, though I was thrown directly in front of a horse and cart.

It may be fun for the people who dislike the bicycle to see such things, but I assure them it is no fun for the rider.

This makes the third fall I have had owing to the flooding of the streets, and I know of a number of others who have had like mishaps.

It is my opinion if the members of the L. A. W. in Philadelphia would unite in a protest against the flooding of our city streets, it would in all probability have beneficial results; in any event it

could do no harm, and I believe it well worth trying.

There are about 5,000 members of the L. A. W. in Philadelphia, and over 10,000 male riders outside of the organization, who would, without doubt, stand by us in this matter.

No. 84,644.

PHILADELPHIA, Oct. 28, 1896.

ROAD MAP SUGGESTIONS.

EDITOR L. A. W. BULLETIN:

"A New York Member" is quoted, on page 539, as having favored the maps as a substitute for the road book, and while we quite agree with him, we will "go one better" by suggesting that there be one large map, giving all that there is now in the three maps of eastern, middle and western sections of the State, reduced into the size of one of these. Let this contain nothing but cities and towns, and be ruled into square sections, which are numbered. Then let the book consist of small maps, the book-leaf size, showing those sections greatly enlarged — one section to each page — by annotations, the hotels, roads, etc. Then all that a rider need do in laying out a route would be to consult his large map and note the numbers of the sections to be passed through in going from point to point, and then refer to the page maps of those sections as he passes through them. W. J. S., No. 133,229.

A MAN who is two-faced should be told so right to his faces.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make
"Gold Crank"

FALCON
BICYCLES

*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.
New England Branch,
250 Columbus Avenue, Boston.
Factory and General Offices, Yost Station, Toledo, Ohio.

"BUILT LIKE A WATCH"

**STERLING
QUALITY**

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,
CHICAGO.
New York. Boston. Denver.
San Francisco.

H. L. HEPBURN, Ithaca, N. Y., says: "In the sectional maps lately distributed to the members of this division, red lines (single and double) are used to indicate fair or good roads, and grades every quarter of a mile are indicated by light or heavy spurs from these lines. But there is not on this map, nor has there been on any road map I know of, any provision for marking up-hill and down-dale roads. Of this variety of road, many, have not, along their entire length, an elevation that could properly be called a hill, and yet they consist of a succession of sharp ascents and descents. Such a road is the most tiresome kind. A wheelman can dismount and walk up one long incline, but such a policy on a road such as I have described is impracticable. I suggest marking such roads in some other color, and with single or double lines to indicate the condition of the roads."

A NEW YORK member writes us that a friend of his was run over while wheeling on election day and was unable to attend to his work on the day following. When he did report, however, his employers, a large jewelry house in Madison Square, discharged him for being absent.

"NEVER smoke while riding," says a medical member. "Every rider of over weight causes direct injury to his heart by smoking a wheel."

Send stamp for L. A. W. Puzzle.

A PHILADELPHIA League member writes that Broad street, in that city, between Spring Garden and Callowhill streets, is wretchedly paved. As the street is much used by wheelmen, he desires the latter to agitate a movement for a cycle path on each side.

A MISSOURI farmer suggests that in order to convince the people what a blessing good roads are, and that broad tires are the salvation of good roads, all Fair associations offer a large premium for the wagon that will be the lightest draft and keep the roads in good shape. Tests should be made on a track watered in places, and, he adds, "I venture to say that the narrow-tired wagon will get the road in such shape that a team cannot pull through it."

THE road from West Hampton to Riverhead, Long Island, is given as "good" in the N. Y. Division road maps for '96. A Newark wheelman says it required over an hour for his party to push and carry their wheels over $3\frac{1}{4}$ miles of this road, and the rest of the way is bad. He advises wheelmen to take any other route across the island rather than that.

THERE was a poll at Whitestone, L. I., October 30th, on the proposition to spend \$50,000 for street improvement. The horses of all the hackmen in town wore chest pads inscribed, "I Want Good Roads." The horses won the election, as the vote was 194 for and 47 against.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . .25

Editor: **STERLING ELLIOTT.**Associate Editor, . . . **NIXON WATERMAN.****NOVEMBER 13, 1896.****BICYCLE INSURANCE.**

I hereby withdraw my endorsement of the American Wheelmen's Protective Association.

This action is taken in view of numerous misunderstandings between League members and the above Association, and a refusal of the Association to be more explicit as to what they expect a wheel owner to do in order to realize under their contract.

Claims have been made against the company which were unjust, and in such cases I have so stated to the insured; but there are many instances in which the loser of the wheel has a right to expect different treatment from that which he has received.

I have been slow to announce the withdrawal of my endorsement, hoping that we might still have some more definite form of contract with members, but I am just in receipt of a reply to my last request, which reads as follows:

"Due Diligence and Care" is such as a prudent, careful man exercises in the use and care of his own property when any loss or damage resulting from carelessness or improper use would fall upon him.---A. W. P. A."

That's about my idea, too; and, perhaps, that is as explicit as anything that we care for. Now, there are instances where wheels have been stolen while the owners were taking the same care of them that was exercised before they were insured, and the same care as was taken by neighbors whose wheels were not insured, and the A. W. P. A. has pointed to "clause 5," and refused to act.

To L. A. W. members who have not insured their wheels in this company, I say, Do so only on your own responsibility in future.

Total number printed this week, . . . **72,000**Sent to paid Subscribers, **69,640**Samples to Advertisers, Exchanges, etc., **2,360**

To those who have insured and have not yet had wheel stolen, Take exactly the same care of your bicycle as though it was not insured.

To those members who have insured and lost, or those who have insured and may hereafter lose, If you cannot get a satisfactory settlement with the company direct, you may send your claim to a firm of Chicago attorneys to be announced next week, who will do whatever may be done toward obtaining justice. This will be attended to without expense to the claimants.

STERLING ELLIOTT,

President L. A. W.

WOULD N'T WORK ON SUNDAY.

A New York Division member asks us to publish a communication, in which he says unkind things about a bicycle repairer in a neighboring town who would n't mend his tandem chain, which broke on a recent Sunday outing.

We refuse to publish it. We see no good reason why a bicycle repairer should be censured because he preferred not to work on Sunday.

As a matter of course, a broken chain or a punctured tire is a serious thing, but they are not life and death matters. The services of a repairer are not to be demanded and expected at any and all times, as are the services of a physician.

It's all very well for the minister to pause in the midst of his Sunday morning sermon and say that if Dr. Soandso is present he is wanted at the door. But, sakes alive! it would n't do for the preacher to say, "If there is a bicycle repairer present he is wanted in the vestibule to mend a punctured tire."

Let the bicycle repairer rest on Sunday if he insists on it. Everyone knows he has been kept very busy through the week this season.

THE BICYCLE AND THE BEER-WAGON.

Undoubtedly both classes of vehicles have their rights on thoroughfares, but, obviously, the heavy trucks have an unfair advantage over pleasure carriages when they are left to compete for the right of way on streets.

Is it worth while to pave a street for the pleasure and convenience of the owners of pleasure carriages, which include bicycles, and then permit heavy traffic carts to occupy said streets and probably injure and destroy the pavements?

The heavy wagon plods along at a slow pace, distressing to the occupants of carriages. The driver has no fear that a phaeton or a bicycle will run over his cart, or, at least, injure it by collision.

Neither does he mind it if the street is paved with cobbles or what not. It is smooth enough for his slow-going, pavement-wrecking van.

"Birds of a feather flock together," and it is but

New Clippers New Clippers



Great Satisfaction

IRVINGTON, PA.,
Oct. 10, 1896.

Dear Sirs,—I have one of your New Clippers, '94 model, No. 22, which has given me **great satisfaction** and is still a good wheel, in fair condition. I have the same tires **you put on** (M. & W.), and have ridden them three seasons with but one puncture. They are beginning to show wear. What will a new pair cost? With a little overhauling, this wheel will wear out another pair of tires and give good satisfaction.

R. M. VAN DERDELL

No. 222—Pratt.

New Clippers New Clippers

1897

League Tires...

Tube Single

"Get There and Get Back."

EMBOSSED TREAD

Resilient—"Non Slip"—Fast.

NEW YORK BELTING & PACKING CO. LTD.

MAKERS OF RUBBER GOODS FOR OVER 50 YEARS.

25 Park Place New York.

OR THE FOLLOWING BRANCH STORES:

New York Belting and Packing Co., Ltd., 308 Chestnut St. Philadelphia, Pa.; 210 N. 14th St., St. Louis, Mo.; 509 Market St., San Francisco, Cal.; 51 La Salle St., Chicago, Ill.; Julius Uhllein & Co., 146 W. 3d St., Cincinnati, Ohio; Central Rubber & Supply Co., 79 S. Illinois St., Indianapolis, Ind.; Staughton Rubber Co., 74 Summer St., Boston, Mass.; Toledo Rubber Co., Toledo, Ohio.

simple justice to ask draymen to go as nearly in a crowd by themselves as is convenient for them to do.

Keep the boulevards and other favorite streets for the use of light vehicles. Let us look after the rights of the bicycle and the barouche. The dray is big enough to lookout for itself.

TWO OLD TIMERS RETURN.

We are very much gratified to welcome back to our ranks two of the men who were very important factors in organizing the League at Newport in 1880.

Kirk Munroe was president of the New York Club at that time, and it was he who suggested and sent out invitations for wheelmen to meet at Newport. He was elected Commander of the League. This office was long since discontinued. The New York Club, of which Mr. Munroe is a member, is and always has been, club No. 1 on the League club list.

Hugh L. Willoughby was taught to ride the wheel by Michaux, in Paris, twenty-nine years ago. He organized the Saratoga Bicycle Club, and was its first president. He was elected treasurer of the L. A. W. at Newport, and passed the hat to collect the first dues that were paid in.

We are very glad to have these two gentlemen with us again, and more than glad that the rules allow them to step back into their old places among the pioneers.

HOW TO DO IT.

Call a meeting of the citizens of your town or vicinity and find out what they prefer in the way of roads.

It may be they are all passionately fond of mud. If so, a copious street sprinkler and a number of narrow-tired wagons will produce desired results. May be the farmers want to fix it so the produce of their acres will have to remain at home and not be carted off to the market. If so, muddy roads will serve their purpose nicely, for the hauling of half-loads will so cut down profits as to make it unprofitable to try to market anything.

And then, again, may be your neighbors are all in favor of Good Roads. It is barely possible some or all of them think more of a stone crusher and a steam roller than they do of a rough, muddy road.

Any way, get together and talk it over. Find out what the people want and then give it to them.

Let the mud turtles be sorted out and put in a web-footed class by themselves, while the real human beings go ahead with the work of road improvement.

"Of course," said Lot, "I'm glad I've got Out of Sodom's fiery hail;
But think," said he, "what a chance 't would be For a 'Cut Price Fire Sale!'"
"Oh, yes! and what," cried Mrs. Lot,
"A fine job, Lot, 't would be!"
She turned to halt and turned to salt,
And a fresh job lot was she.



"ONE MILLION WANTED."

On July 31st I called attention to a proposed competition for prizes, which was intended as an additional incentive to those who are working to increase our membership, and also with the hope of interesting still others in that work. My idea at the time was to limit the competition to bicycle manufacturers, but after corresponding with a number of them, it seemed that the numerous agents were after all the ones on whom the work would come, and hence they should have a chance at the prizes direct. Then it was decided to open the competition to any one who chose to enter it.

It is now definitely settled that a handsome line of prizes will be offered, though only a part of them have been decided upon.

The list will be headed by at least two first-class pianos, one or more billiard tables, several bicycles and tandems, watches, cameras, etc. I would like to make the total list of prizes at least fifty, and would ask all members who are interested to give me suggestions as to what articles should be added. Any person, firm, company, club, newspaper or individual may be entered on the books as a competitor, the only condition being that the name of competitor must be printed on the application blanks used, and that the blanks must conform to a certain size and shape to be specified hereafter.

Any one may print the blanks, or we will furnish them in book form at the very lowest cost price.

SINGLE-TUBE TIRES

"Don't never prophesy unless you know"

is a capital and a safe rule, especially in politics. But when

SINGLE-TUBE TIRES

increase from 15 per cent. in 1904 to 33 per cent. in 1905, and to 50 per cent. in 1906, it is safe enough to prophesy that the season of 1907 will see the bicycles of America shod with **over 65 per cent. of Single-Tube Tires.**

Licensed **Single-Tube Tires** are made only by the following manufacturers:

SINGLE-TUBE TIRES

The Pope Manufacturing Co.
The New York Belting & Packing Co., Ltd.
The Boston Woven Hose & Rubber Co.
The Revere Rubber Co.
The New York Tire Co.
The Diamond Rubber Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Palmer Pneumatic Tire Co.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Insd. Wire Co.
The Spaulding & Pepper Co.
The Peoria Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.
The Brooklyn Rubber Co.
The North American Rubber Co.

SINGLE-TUBE TIRES

ALL OTHERS
ARE
INFRINGEMENTS

Suits have been brought in every United States Circuit where infringements have occurred.

If further information is desired write to the owner of the Tillinghast patents, Theodore A. Dodge, Equitable Building, Boston, Mass.

SINGLE-TUBE TIRES

These prizes are to be offered by the L. A. W. and not by the League, and the winners of them may at the same time be winners of any prizes which may be offered by State divisions. In other words, the same applications counted in this contest, which is National, may also be counted in any local competition.

Here will be a great opportunity for clubs to work for a piano or billiard table for the club house, and we may also add to the list certain other articles of club-house furniture. A list of the leaders will be printed each week with the number of applications credited up to that date.

The competition will begin Jan. 1, '97, and close Dec. 31, '97. Full details will be printed, also facsimile of the proposed application blank, some time in December.

STERLING ELLIOTT.

If YOUR bicycle seems to be heavier than what your dealer represented it to be, why don't you give it a weigh?

SLY knaves who use religion as a cloak to hide their "err" from us
May sometime reach a climate where a cloak will be superfluous.

If YOU can't do right don't do anything.

PLEASE sign your name so we can read it.

If YOU see what you don't want, don't read it.

Highest
Grade



Highest
Price

RECORD PEDAL MFG. CO., BOSTON, MASS.:

Gentlemen.—May we ask you to give us a little information regarding your pedals? We are bringing out an automatic Toe-Clip, and, in order to have same fit on your pedals, we would like to know, first,—diameter of tube, marked "A"; width of blades, marked "B"; distance between plates, "C" and "D."

Thanking you in advance for this information, we are,

Yours very truly,



MEANS:

Gentlemen.—Don't! That is, as far as we are concerned, as the RECORD LEADER holds the foot in one position—makes it impossible to slip the pedal; in short, fills every requirement and overcomes every objection that can be legitimately brought against "Toe-Clips."

IT FITS THEM ALL.

Very truly yours, RECORD PEDAL MFG. CO.

RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
ASK EXPERIENCED REPAIRMEN
WHICH TIRES THEY LIKE BEST

MORGAN & WRIGHT
CHICAGO

RUBBER STAMPS BY THE THOUSAND.

Do you feel an interest in road improvement? Of course you do, because the chances are more than even that you are an L. A. W. member. There are also lots of people who are working for local good roads who are not members, though, of course, they intend to be some time. The L. A. W. Road Department is now ready to get out a series of rubber stamps, and to furnish them at a nominal price to any one who will make use of them. The only one which is ready for delivery prints a facsimile of the following:

We want "GOOD ROADS"

It is the finest "air cushion" stamp, and may be had, postage paid, for seven cents. For eight cents additional we will include a first-class inking pad.

If you "want good roads" don't hesitate to say so on your envelopes, letters, circulars, etc.

A LEAGUE member says "in riding from Canada to New York last September, I found that the Vermont road book underestimates distances. The map in the New York book of the road from Hudson to New York I found almost useless except for the names of the towns. The Massachusetts book, however, gives this road correctly. If L. A. W. riders in Vermont would take the routes as they go over them and send same to their headquarters, it would help matters very much."

THE AUTOGRAPH PUZZLE.

Guesses keep coming in. In addition to the thirty-five mentioned in the BULLETIN of October 30th, we have received sixty-three more, making a total of ninety-eight guesses. The lady who guessed three of the names is still ahead. Six people have guessed two; twenty-five people have guessed some one of them, but all the rest are entirely wrong.

We will hold the matter for two weeks longer, and will then send the solid gold emblem to the person who has guessed the largest number of them.

AN INTERESTING CONUNDRUM.

EDITOR L. A. W. BULLETIN:

Dear Sir,—Some days since, E. and G. took a spin in the country, and when about six miles out, E.'s wheel became damaged. He left the bicycle in a farmer's barn, and G. decided not to desert his companion.

They arrived home (six miles) in fifty minutes. There was no means of transportation other than G.'s wheel, which was not "built for two," nor did they travel two on the wheel.

To me it was interesting to know how they managed; it may be to League members. I doubt not that many of your readers will be able to explain how they came home. I assure you that neither man could travel on foot six miles in the time given.

No. 71,216.

[How does the reader think they managed it?—Ed.]

RECRUITING L.A.W. AMMUNITION

A Chest Protector for Horses.

Made of cotton duck, wool lined, and used as a protection against wind and cold. The horse has always wanted Good Roads, and now the L. A. W. enables him to say so. The L. A. W. will pay the freight on any quantity you order. **20 cents each.**

If any considerable demand is made for them, we will get out some "Rule of the Road" aprons, such as were illustrated in the BULLETIN of Oct. 30th.

We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cts. per book.**

A New Good Roads Pin.



The illustration printed herewith shows the size, general style and outlines of our new Good Roads pin, which has been designed to supersede the ones heretofore sent out. The League emblem of red and orange, on a background of white, is surrounded by a broad band of royal purple. If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each, plus five cents for packing and postage; over twenty and less than one hundred, one cent each, plus ten cents; one hundred and over, one cent each, and we pay the freight.

Good Roads Shields.



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L.A.W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **gold or silver plate, 30 cents.**

¶ An entirely new ticket holder, transparent on both sides, **10 cents.**

— ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS. —

L. A. W. IN THE MAKERS' CATALOGUES.

We assumed that makers and sellers of bicycles would be glad to do whatever they could toward road improvement.

Road improvement is brought about by legislation, and legislation can come only from co-operation.

Co-operation is possible in its fullest sense only by organization, and this means that the man who makes or sells vehicles of any sort for road use is interested in any organization that stands for road improvement.

Hence, for the manufacturer of bicycles to recommend the L. A. W. is as natural as for a minister to recommend soap. Our scheme to interest them in an exchange advertisement is bearing fruit and the League will be favorably mentioned in several million trade catalogues next season.

SIDEWALK RIDING.

Justice Wetner, of Rochester, N. Y., has lately handed down a decision that will be of great interest to wheelmen.

The case was an action to recover damages by one Anna Lechner, of Newark, N. Y., for injuries sustained in a collision with Wm. Fahy, who was riding a bicycle on the sidewalks of that town.

It seems that the town trustees had been constituted the highway commissioners, and had established a system of registration by which, on the

payment of a small fee, permission was given to ride a wheel upon the sidewalks.

The action, therefore, was brought against the town.

The defendant interposed a demurrer upon the ground that the complaint did not state sufficient facts to constitute cause of action.

The Judge sustained the demurrer, and gave as his opinion that

"The bicycle, although classed as a vehicle and governed by the laws of the road, nevertheless, like the baby-carriage, has a sphere of its own.

"To habitually drive the ordinary vehicle drawn by a horse upon the sidewalks, would be to utterly subvert the latter from the uses for which they were intended, and to create a nuisance. Not so, however, a bicycle or a baby-carriage.


"What would amount to an unlawful interference with the rights of pedestrians upon the crowded streets of a city might not cause the least inconvenience upon the walks of a rural village.

"The rights of the wheelman to that part of the highway open to other carriages is absolute, and the right of the authorities to permit or refuse the use of vehicles upon sidewalks is simply permissive."

The Court decided, therefore, that if the permit to allow riding upon the sidewalks had created a public nuisance, even though the town authorities had the right to pass the ordinance in question, it would be unlawful; but the plaintiff had not shown that a public nuisance was maintained.

Though in life men are crooked, and swindle and lie,
Yet in death they are always as straight as a die.

..LOVELL "DIAMOND" BICYCLE..
TRADE MARK



THE WHEEL OF THE YEAR 1897

Will be ready soon.

Points about our '97 Model:
Fewest parts possible.
Simple in construction.
Durability throughout.

OUR MOTTO: Sell one—sell another.

John P. Lovell Arms Co.
MANUFACTURERS,
BOSTON MASS.

If our wheels are not represented in your locality, write us for terms and particulars for 1897.

\$1.25-REDUCED PRICE-\$1.25

BICYCLE APPLIANCE CO.



THE SIMPLEX
TRADE MARK
REGISTERED

[PATENTED]

With Tapering Rubber Plugs, is the Ideal Repair Outfit.
Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.
SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, **\$1.25**
ILLUSTRATED BROCKET FREE.

Electric Cloth cleans everything. Try it on your Dirty Cork Handles.
Send 20 cents for Sample Cloth. Descriptive Circular Free. Agents and Canvasers Wanted. Write us.

Philadelphia Bourse,
Room 612,
P. O. Box 984
PHILADELPHIA.

The Pitch Line Chain . . .

It lifts off the teeth.
No Grinding or Snapping.
The feature of the year.

Fitted to '97 ORIENTS exclusively.

Riders everywhere will want it. Agencies are now being placed.

WALTHAM MFG. CO.
Main Office and Factory . . . WALTHAM, MASS.

HONESTY IS BEST.

The celebrated Caldwell case, which has interested L. A. W. members of Maryland and West Virginia was before the court at Cumberland, Md., on Saturday, November 7th.

C. C. Caldwell, alias H. E. Carter, has been borrowing money from L. A. W. members through the Shenandoah and Cumberland Valleys, pretending that he was a member of the League, in distress, and succeeded in finding many victims in Pennsylvania, West Virginia and Maryland.

He claimed to have lost his membership certificate, but in every case presented a business card with his alleged number written upon it.

He was arrested in Wheeling, West Virginia, and through a requisition, procured by members in Cumberland, he was brought to that city and charged with obtaining money under false pretenses. At the trial evidence was presented from League headquarters which destroyed his claims to L. A. W. membership, and he was convicted in two cases. Much credit is due the Cumberland members for the prompt manner in which the offender was brought to justice, and they are to be congratulated upon their success.

It is 'n'r how far have you got, but which way are you going.

HAS YOUR TOWN A LAMP LAW?

We are anxious to make a list of towns in the United States which have ordinances relative to the use of lamps on cycles or vehicles. There is getting to be a considerable demand for information in this line, and there seems to be a wide diversity of opinion whether wheelmen should be compelled to carry lamps and whether, if they are, carriages and wagons of all kinds should be subject to the same regulations. Please write us at once, and tell us what your town does about it, and how the wheelmen like it; also your opinion of what ought to be.

Don't let this go by, thinking that enough others will write, but let us hear from you. Make it "short and sweet," and address it to the Lamp Editor.

GOOD ROADS AS AN ATTRACTION.

LEAGUE MEMBER, No. 116,565, of Williamsport, Pa., writes: "Some weeks ago there appeared in the L. A. W. BULLETIN a piece about the importance of good roads at a summer resort. Just let me tell you what I know to be a fact. In June the gentleman for whom I work wanted to take his family to the country for the summer, and talked the matter over with his wife and neighbors. They thoroughly canvassed the situation and found that the place having the best roads was Minnequa Springs, Penn-

2 The Johnston Two-Speed 2

Can be applied to any wheel.
DUST-PROOF.
Changes from high to low without dismounting.



S. F. HAYWARD & CO.
305 and 307 Canal St.
New York.
W. C. JOHNSTON,
60 Southbury Street,
Boston.

2 Call and Examine ... or ... Send for Catalogue. 2


DID YOU LOSE A GLOVE?

Two men's gloves were found at the Bijou Opera House, Boston, after the Massachusetts Tivverson entertainment, last winter. They got mislaid at the time and have just come to light. They are both the same size and "rights and lefts," but they are not the same color. The finder would like to deliver them to owners or receive the "mates." It is likely to be a cold winter, and he could use them in his business.

BUY NO INCUBATOR and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you **one on trial, not a cent until tried, and a child can run it under his feet in a day.**

We won **First Prize World's Fair** and we will win you for a steady customer if you will try ours on trial. Our large catalogues will cost you five cents, and give you \$100 worth of practical information on poultry and incubators and the money there is in the business. **Plans for brooders, houses, etc., 25c.** N. H. — Send to the names of three persons interested in poultry and 25 cts., and we will send you "The Fly-catcher; the Care and Repair," a book of 120 subjects and 50 illustrations, worth \$5.00 to any bicycle rider. Von Dulin Incubator Co., Box 559, Delaware City, Del.



JOSEPH'S GRAPHITOLEO

Lubricates not only the chain and sprockets, but also the pins in the links of the chain, which Graphitoleo can not do and is not intended to do. For you look for copying presses and for office chairs it is unequalled. If your dealer does not keep it, mention the L. A. W. Bulletin and send ten cents for sample.

JOS. DIXON CRUCIBLE CO. - Jersey City, N. J.

THE ART OF BREWING WAS DEVELOPED BY THE GERMANS



Nerve Force

will power and strength of purpose come with

Pabst... Malt Extract

The "Best" Tonic

MILWAUKEE BEER IS FAMOUS
PABST HAS MADE IT SO

sylvania. He took his family there and they, numbering six (the husband, wife, two children, maid and hostler—and two horses besides) went there and stayed for two months. I don't know what it cost them—you can figure that out yourself. I guess the boniface at that hotel thinks good roads pay.

THE DANGER OF LAUGHING.

A New York member writes that he presented his wheel to be checked five minutes before train time, and that the baggage-man was about to check it, when he (the member) took occasion to laugh at the baggage-man over the success of the wheelmen in passing the baggage law, which he (the baggage-man) had said last year could not be done. This laugh resulted in the hanging up of the checks, and the wheelman was told that in order to have his wheel checked it must be at the station one half hour before train time.

Moral: Don't laugh, however much you may feel like it.

STERLING, ILL., wheelmen have 82 members in their newly-organized club, and expect 200 by spring. A fine club house has been secured by the live officers of the organization, which is already the largest of its kind in that section of the country.

THE names of a number of Good Roads candidates were received too late for publication before election, and hence we are unable to be of use to them.

RESPECTFULLY REFERRED TO RAILROAD.

A member wants to know why he is charged sixty-five cents for checking a bicycle from Pittsfield, Mass., to New York, and only twenty-five cents from New York to Pittsfield. He adds: "If any brother wheelmen are going into the Berkshire Hills from here, I should advise them to take the N. Y., N. H. & H. R. R., for, although that road also charges for wheels in Connecticut and Massachusetts, traveling over the road is much more comfortable, and wheels are carried cheaper than by the Harlem."

He further says that on certain lines where wheels are carried "free" the baggage-man must be "seen" in order to insure careful handling.

We fear that this depends more on the baggage-man than it does on the policy of the railroad. As we understand it, baggage-men are hired by the railroad company to handle the baggage of the passengers, and, presumably, they are paid for their services by the company. The passenger pays for his ride when he buys his ticket, and he is entitled to proper treatment,—both he and his. Any abuse of the baggage from lack of a tip should be promptly reported to the general passenger agent of the road.

AN L. A. W. DRUGGIST:—F. S. Nagle, Espy, Pa., has outside his store racks for bicycles, and has painted each compartment a different color to correspond with the different-colored wheels of his customers.

TWO CYCLE ORGANIZATIONS

National Board of Trade of Cycle Manufacturers.

271 Broadway, New York. Telephone No. 4117 Cortlandt.

President,
R. L. COLEMAN.

First Vice-President,
R. P. GORMULLY.

Second Vice-President,
GEORGE H. DAY.

Treasurer,
W. A. REDDING.

Secretary,
ERNEST R. FRANKS.

This organization has a Mercantile Agency, Collection Department and Information Bureau.

Rubber Tire Association.

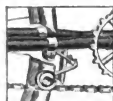
President,
THEODORE A. DODGE.

First Vice-President,
L. K. MCCLYMDS.

Second Vice-President,
GEORGE T. PERKINS.

Treasurer,
GEORGE F. HODGMAN.

Secretary,
KIRK BROWN, 504-506 West Fourteenth St., New York City.



Automatic Brake

FOR BICYCLES.

PAT'D APRIL 10, 1894. DESCRIPTIVE CIRCULAR ON APPLICATION.

BAILEY MFG. CO., 189 La Salle St., CHICAGO.

THE COLFER

MONTHLY
PRICE
TEN CENTS.

Boston, Mass.

The Colfer is an unusually interesting and beautifully illustrated publication — *The Boston Herald*.

The Colfer is a monthly masterpiece of book-making devoted to the game of golf. — *The Boston Journal*.

PUBLISHED MONTHLY.

One Year	One Dollar
Six Months	Fifty Cents
Single Copies	Ten Cents

THE COLFER, BOSTON, MASS.

THE CLOTHES MAKE THE MAN.

BY NIXON WATERMAN.

It is simply a matter of dress, I say,
And the feminine half of the race, to-day,
Might hold, in our history, just as great
A place as the lords of high estate,
Had they been permitted to wear the clothes
And follow the selfsame styles of those
Who, having been born of the opposite sex,
Had never a worry their minds to vex.

Had Columbus and all of his valiant crew,
Worn hats that the ladies of our times do,
They would n't have sailed in those damp, old ships,
'Twould have taken the curl from their ostrich tips,
And I'm more than delighted brave Paul Revere
Didn't say on that night when the foe drew near,
'I'd like to go warn all the folks, I declare,
But I haven't a thing that is fit to wear!"

Had Wellington dated but five minutes to wait,
In trying to fasten his hat on straight,
(While Napoleon's hurrying forces came.)
He would n't have climbed to the heights of fame.
And had Washington lingered to "frizzle" his hair,
The night that he ferried the Delaware,
He couldn't have gotten his army away,
Till the British had gobbled them up next day.

And so, I say, in the race of life,
The woman has more than her share of strife,
And man would find 't would be hard to gain
The prize if he had to manage a train,
A shopping bag and a parasol,
And high-heeled shoes a size too small —
Oh me, oh my! Why he'd have a fit,
And he'd never, no never! come out of it.

A WRINKLE CURE WANTED.

EDITOR L. A. W. BULLETIN:

Please advise a stout-legged member how to keep his bicycle stockings up.

After having tailors carefully fit the cuffs of the knickerbockers till they are uncomfortably tight, after shrinking the woolen stockings, after trying knitted garters, the stockings wrinkle just as before.

To fasten the tops would necessitate their being inside the knickerbockers, which would not be "English, you know"; besides it would strain the stockings like a badly set sail.

If anyone can solve this weighty problem he will improve the general appearance of wheelmen.

WILMINGTON, Del.

No. 77,758.

EDITOR L. A. W. BULLETIN:

Cyclists going from Lancaster to York via Columbia should remember that the Columbia bridge, which crosses the Susquehanna river at Columbia, is down. The shortest way to reach York from Lancaster is by way of Harrisburg.

HARRISBURG.

JOSEPH N. CLARK, Jr.

REV. DR. C. H. PARKHURST has made application for membership in the L. A. W. C. W. Fernson, of New York City who secured and forwarded the name is to be congratulated on adding to the list of notable personages, from all walks of life, who have become identified with the organization. And the League is likewise to be congratulated.

The Best Yet and Free!!

10 L. A. W. members enclosing 2c. stamp for postage, sample
G. W. COLE & CO. PACE-MAKER CHAIN LUBRICANT.
 111 Broadway, New York, Manufacturers of the famous "j in i"
 You to judge its merit.

INDIANA CHAINS

Universally used. Universally satisfactory. Special prices to members.
 Send 26 cents for our beautiful Aluminum Fob.
INDIANA CHAIN CO., Indianapolis, Ind.



STOLEN. Friday afternoon, Oct. 27th, 1896, from north-east corner of 125th street and Lenox avenue, a "Stanley" bicycle; No. 1,404 A; 24-inch frame; black enamel; a Climax-special cyclometer; attached, Saeger saddle; nickel bar and cork handle. Reward. Notify W. WALLACE DETRICK, 123 W. 125th street, New York City.

STOLEN. \$25.00 Reward. An "Orient" bicycle; No. 3,801; 1 1/4" Vim tires; Saeger pneumatic saddle; adjustable handle-bars; Standard rat trap pedals; 24-in. frame; 73 1/2 gear. \$25.00 reward will be paid by the WALTHAM MFG. CO. Springfield, Mass.

New Roads and Road Laws

IN THE UNITED STATES.

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - - Boston, Mass.

Sent by mail on receipt of \$1.00.

EDITOR L. A. W. BULLETIN:

Now that it has been discovered that Corning is the most accessible place for all of the members of the L. A. W. to assemble, it may not be out of place to suggest that we have between this city and Elmira one of the best stretches of cinder path in the State.

This path was projected in the early Spring of 1895, and the wheelmen of the two cities started in with a rush to procure subscriptions, and tried the experiment of having the work done by contract. This was not an unqualified success, but by judicious work through the past summer we now have a fine path four feet wide and seventeen miles long, built at an expense of about twenty-five hundred dollars. The road for a large part of the distance is bad, but the path makes easy riding. At first we met with a good deal of opposition from the farmers living along the road, but now, almost to a man, they favor the change. No. 8,864.

CORNING, N. Y.

Bicycle Mechanic...

Can get more information out of the
 American Machinist than any other paper.
 Price, \$3.00 per year.

AMERICAN MACHINIST 256 Broadway, New York.

WE DON'T PROMISE

To keep this offer open indefinitely; so take advantage of it today.

GAMELAND

is a finely-illustrated, dollar-a-year magazine,
 issued monthly. L. A. W. members can
 have it **FOR FIFTY CENTS.**

SEND FOR FREE SAMPLE.

CAMELAND PUBLISHING CO.

(INCORPORATED).

275 Broadway,

New York, N. Y.

STOLEN. On the night of Oct. 24th, a "Columbia" bicycle; model 40; No. 2,044. A reward of \$50 is offered by the Pope Mfg. Co. for the detection of thief and recovery of property. Notify W. R. MILWARD, 9 E. Short street, Lexington, Ky.

STOLEN. From 721 Lexington avenue, N. Y. City, a "Crawford" bicycle; '95 model; No. 45,467; 23 1/2 inch diamond frame; black enameled; rubber pedals; drop handle-bars; Hartford single-tube tires, 28 x 1 1/4; front forks bent. Notify CHAS. C. ACKERMAN, 575 Madison avenue, N. Y. City.

**L. A. W. Decalcomanias.**

This cut shows the design of the decalcomania which several thousand members have already put on their wheels. Designed in six colors, besides gold and silver, it makes an extremely artistic decoration, and should be given a place on the frame of every wheel belonging to an L. A. W. member. Full directions for transferring accompany each one. A single decalcomania, by mail, four cents; any additional number, two cents each.

Address, L. A. W. Road Department, 12 Pearl St., Boston, Mass.

EDITOR L. A. W. BULLETIN:

In regard to the hard and soft tire question, I have had considerable experience and know we must have either the hard tire with the jolts which are sure to follow or the soft tire with its terrible drag, which is the more to be dreaded. I consider it is much better to ride with the tire fully inflated, and to overcome the jolts with a nice, comfortable saddle. It is the most comfortable way of riding. Let those in doubt try a soft tire with a saddle minus springs for a century run and a hard tire with a springy saddle, and decide which is the better way. No. 10,066.

When Noah built his mammoth ark of gopher wood and pitch,
 And loaded it with elephants and crocodiles and such,
 The neighbors thought him crazy—they didn't know its worth;
 For in forty days thereafter, 't was the only show on earth.

A good road is a neighborhood joy.



An Interesting Proposition.

EDITOR L. A. W. BULLETIN:

I notice in a recent issue of the L. A. W. BULLETIN, No. 68,905 would like to have you devote a space to amateur photography. I would like to second the motion, and also ask any and all members who are interested in photography their views on the matter of forming a club, which might be called the "L. A. W. Camera Club," the object of which would be mutual benefit, giving the members a chance to exchange pictures; or, what might be better, let every member contribute some view made by him in or around his section of the country, these views to be properly mounted and made up into books and sent from place to place for the benefit of the members. This would give the members an opportunity to see parts of the country that they would otherwise never have.

SARATOGA, N. Y.

H. A. BRISTOL.

Photography as a Side Line.

As a "side line" to cycling, photography is the most pleasant. It has given me amusement for rainy days. In two years of cycling I have made about 300 exposures, and the best pictures are kept in an album. They are a sight I never tire of. I am proud of them.

The combination of cycling and amateur photography is an ideal one. The wheelman who takes his camera with him will always have something to remind him of trips that have been particularly enjoyable. I use a 4 x 5 camera, which I find the handiest to carry on a wheel.

If the BULLETIN gives space to the "fiends," I would suggest that it allow members to ask and answer technical questions regarding their art. I shall be glad to help my fellow kodakers in any way whatever.

JOHN H. CLAPHAM.

NEW YORK.

PHOTOGRAPHS of roads that possess some novel feature are wanted by the L. A. W. BULLETIN, and will be paid for if acceptable.

FIGURES sometimes are made to lie, but photographs are apt to tell the whole truth.

Photographic Exhibition.

Fostoria, Ohio, has a bicycle club, the chairman of which is A. E. Mergenthaler, ex-treasurer of the L. A. W. This club is to make an exhibition of photographs, on Thanksgiving Day, and it is expected to be an interesting social event. The prospectus says:—

"The amateur photographers of Ohio are most cordially and earnestly invited to contribute to and attend this exhibition. Any number or size of pictures may be submitted. Work will be judged first from its pictorial effect, and such as is deemed worthy will be retained by the club and go to make up a permanent salon. Contributions of merit not being retained for the salon will receive honorable mention. All exhibits must bear title and the name of the artist. No medals or diplomas will be awarded, representation in the salon being considered fully commensurate. Work not sufficiently meritorious will not be admitted."

Possibilities of the Camera.

My experience with the camera is a short one, only covering a period of about twelve months, yet I have suffered many of the failures that fall to the lot of the amateur photographer.

Being an amateur in every sense of the word, I did not even know that pictures should not be taken against the sun or an open window, and a very poor view of a much-coveted object was the result of my ignorance. Once or twice I forgot to pull the slide or to put my plates in position, and was greatly surprised to find that my exposures amounted to nothing. Practice, however, makes perfect, and later trials have resulted in some very fine negatives.

The camera, to my mind, is a great help to a business man, as well as a very prolific source of pleasure. I, myself, being in the real estate and rental business, find it of great assistance in making sales. A customer living at some distance will seldom buy or exchange from a mere description, but a few good photographs will oftentimes persuade him to do so. The expense in railroad fares, hotel bills, etc., saved in one such transaction would pay for a hundred views.

Again, the camera is certainly the best means of bringing the condition of our roads before the public; witness, the pictures shown each week in the L. A. W. BULLETIN.

One experience of my own in this line will, perhaps, be interesting. While wheeling, last summer, from Omaha to Lincoln, Neb., I endeavored to save ten or fifteen miles by a "short cut" through Ashland. My way was blocked by a road that was covered with mud and water to a depth of two or three feet. I crossed, with my trousers rolled above my knees and carrying my bicycle. A plate shows the horrors of this "short cut" to my friends better than any description, no matter how graphic.

The expense of one of these cameras is so slight, and the pleasure and gain so great, that no person should be without one.

I hope that others will give their experience and ideas on this subject in the columns of the BULLETIN.

OMAHA, NEB.

W. C. BOUK, No. 46,258.

H. A. BRISTOL, 373 Broadway, Saratoga Springs, N. Y., would like to correspond with members who have interesting photographic views to exchange.

One of Many.

EDITOR L. A. W. BULLETIN:

Dear Sir.—I have, on divers occasions, been struck by suggestions of the editor or a correspondent of the BULLETIN, and been tempted to add a word to your extensive correspondence, though until now I have forborne. This week, however, you proffer me a special invitation, as I am one of the "camera fiends" whom you have stirred up through No. 68,995, and it would seem to me a most opportune time to broach something new, as by this time your pages on the money question will have accomplished their mission, and if camera fiends are as prolific in other localities as here, I submit that no subject is better entitled to this space than amateur photography. If your facilities are such that you can afford to reproduce samples of work, I stake my reputation as a prophet that you will receive prints enough each week to fill a larger volume than the BULLETIN, for amateur photographers are as anxious to be seen among men as amateur brass bands are to be heard. Should the space allotted be divided between formulas for the fiend, entertaining experience for the laity as well, and samples of work, including good roads, interesting views, comic pictures, and "fakes," it strikes the writer, who is, no doubt, a prejudiced crank on the subject, as a good thing and worth pushing along.

No. 90,952.

MARIETTA, O.

A LOVER should never take a picture of the one he loves. She is sure to answer in the negative.

CYCLING IN CANADA.

EDITOR L. A. W. BULLETIN:

On the Canadian roads, as well as on the cities' and towns' streets, the rider as well as the driver turns always to the right side in meeting, and keeps to the left of the road in passing from the rear, despite the continuous assurance of your paper to the contrary.

The roads from Toronto to Kingston, in the Province of Ontario, Can., are excellent, with a few miles' exception, presenting a grand view all along the Lake Ontario shores, especially around Port Hope. From Kingston to Cornwall the road is pretty fair, and permits the rider to admire the beauties of the Thousand Islands in the St. Lawrence river. From Cornwall to St. Anne, the first town you strike after crossing the Ottawa river, the road is very poor, and in some places unrideable, so that I advise every rider who intends going over there to take the train, unless he cares about riding on the railroad tracks, as I did.

The country people up in Canada are the most hospitable I ever met: they are always willing to direct you to the next town, and give you all the information you may require. I met three or four farmers who ride wheels, and '96 models, too, who wished to accompany me to the next town, some-

thing that they could not do very well, because they were not able to keep up with me but for a few miles only, and I had no time to lose.

There is a fine piece of road from Port Hope to Kingston, 107 miles, that many Americans would like to have near their city for a century run. The road is simply beautiful, as smooth as our Central Park and Prospect Park roads, level as it can be, with the only exception of a pretty steep hill leaving Napanee. This is the spot where all the Canadian riders go for their century runs.

Something over there that struck me was, that though there are many lady riders in Toronto they all wear long skirts, and the American ladies who cross the lake from Lewiston and spend a day at Toronto, and, therefore, ride their wheels with the short bicycle skirt, with bloomers underneath, are looked at as something rare.

I noticed, also, that the riders never have bells on their wheels, nor lanterns at night. However, there are no accidents to mention, owing perhaps to the little traffic and well-lighted streets in those cities.

Toronto makes a nice city for riding purposes, as it is built in a valley, and all its streets are perfectly level and finely asphalted, despite the numberless trolley lines all through the city. The way they place the tracks on those streets should teach our cable and trolley car companies how to build theirs. There you can cross a track on a wheel without feeling the least difference.

Montreal is also in the same condition regarding the streets, but not otherwise, because it is a very hilly city, and there are some hills that, though well paved, are very hard for a lady to climb.

NEW YORK.

J. W. WUPPERMANN.

A CORRESPONDENT wishes us to notify all wheelmen to avoid the town of Mt. Cory, Ohio, as the main street is strewn with glass, etc., and it is impossible to avoid punctures.

A ROCHESTER wheelman writes:—"My League number is 119,386. The bookbinder's number on a new cash-book ordered in July and just received is 119,38, and it is the sixth cash-book I have had since entering the employ of this company. I became a member of the League in July, the same month, and, if I remember correctly, about the same time I ordered the cash-book."

A WRITER from Baltimore hopes that the L. A. W. of Maryland will make an effort to reform the toll-gate system in that city. It is impossible to take a afternoon's ride without passing at least two of these gates, and, as the charge for wheels at each is five cents, wheeling becomes expensive.

If you *feel* mean and *act* mean you are at least no hypocrite.

EVERY woman is a protectionist,—but she wants to choose the protector. She is a free trader only on "bargain days."



Every feller in the nation
Has upon his private list
Some peculiar pet temptation,
That he finds he can't resist,
Some one thing he can't say "No" to;
But this one seems queer to me;
All the fuss some folks 'll go to
Just to get a thing that's free.

P'raps some dry goods
feller's givin'
Colored picture cards
away.

Ain't no use to no one
livin',
Crowds 'll wait in line
all day.

Theatres! How they do
abhor 'em,
"Modern plays are n't
fit to see."

Tell 'em you've some
passes for 'em,
Are they goin'? Sure!
It's free.



To the church their vows
are plighted,
In their seats they're
always found;

And they seem
to be sharp-
sighted

Till the box is
passed around.

Then it does beat all crea-
tion
How all-fired blind they
be,

Seems as if they'd got
salvation
Coz the parson said
'twas free.



PROPORTIONATE LENGTH OF CRANK AND LEG.

EDITOR L. A. W. BULLETIN:

Why not take up the question of gears, length of crank in proportion to length of leg. To me this seems important, for a person with a long leg naturally takes a longer stride in walking, than one of shorter stature, both walking at same speed. There-

fore, I think the tall man needs a longer crank than the short one, and a gear in proportion to the crank. Taking a 34-inch leg as a basis, or, an average length, the crank should be one inch for each five and two-tenths inches of leg measurement, to give a graceful, natural sweep in pedaling; and the gear should be ten and a half inches for every inch of crank, but should not exceed eleven-inch gear for each one inch of crank, for the road.

I have done considerable experimenting with cranks (I mean bicycle cranks) and gears, and have used from six and three eighths inches up to eight inch cranks with various gears, and find that anything less than seven inches is too short for me.

I am now using changeable gear with 88 inch high and 66 inch low gears respectively, with seven and one-eighth inch crank, and find it practicable. I would like to hear from others on this subject.

DARBY, PA.

C. F. C., No. 127,806.

HOW TO PRONOUNCE IT.

EDITOR L. A. W. BULLETIN:

Concerning the pronunciation of the word "bicycle," it seems clear to me that the word is composed of "cycle," and the prefix "bi," and I cannot see why the pronunciation of the root part of the word should be changed merely because that prefix is attached to it. No one would pronounce the word "cycle" as if it were spelled "sickle," and I can see no force in the suggestion that this prefix or any other should modify or alter the pronunciation of the root word. I presume you would not advocate the pronunciation of "unicycle" as "unsickle," or that "quadracycle" should be pronounced analogously. If I understand the derivation of the word, it comes to us from the Greek word "cyclos" and the sound of "y" in that language would correspond to the long sound of "y" in English, as in "my." Is it not logical, then, to follow the pronunciation in the original language in all of the derivatives in English, for simplicity's sake, if for no other?

It may be urged that "bisickle" is easier for the vocal organs, but this seems to be merely to put a premium upon laziness.

Trusting these reasons, if they are such, will convince all that we ride "bicycles," and not "bisickles," and regretting my intrusion.

Yours for reform,

PHILADELPHIA.

S. A. BOYLE.

DR. S. G. MOORE, of Trenton Falls, N. Y., says that if the wheelmen of Utica, Rome and vicinity will co-operate, he is willing to devote his time to seeing that the bicycle path now being built between Trenton Falls and Trenton, is extended to Holland Patent. If this were done, Trenton Falls, one of the most picturesque spots in New York State, would be rendered easily accessible to wheelmen from Utica and Rome, all of whom would hail such a path with delight.

A BICYCLE path is being constructed from Des Moines, Ia., to Altoona, a distance of eleven miles.

POSITION WHILE RIDING.

In the BULLETIN of the 18th inst. I notice an excellent article on "The Correct Theory of Position in Riding," and to it I wish to give my hearty approval.

While in most cycling journals various articles on position have appeared from time to time, yet, it is very evident to the observant cyclist that a very small percentage of the great number of riders have benefited by reading them. The question of position is one of more than usual interest, for in it lies, to a great extent, the pleasure or displeasure of the ride.

Not unlike other things in this great world of ours, it has the two extremes which are far apart. The painfully-erect position of the over-dignified enthusiast and the low down, hump-backed, monkey-fied position of the would-be scorcher, who, in a great majority of cases, is not such a very fast man after all.

After practical experience of several years, during which I have tried all manner of shapes and positions, I have for some time used the slightly-inclined (forward) position as suggested in the article referred to, and find that it is by far the most satisfactory. As to the extremes, I think I can sum up a few objections, and venture to say that most of the readers, after a few minutes' consideration, will agree with me that when riding perfectly upright, we have the following:

First. One cannot utilize the combination of muscular power and weight of the body.

Second. It is painful to maintain for any length of time.

Third. While working it is not a natural position, and cannot appear so.

Now, let us look at the low down, hump-backed position of our fast (?) rider. To this class objections innumerable could be made, but we will only give a few.

First. It absolutely, under any circumstance, is an unnatural position.

Second. If continued for a considerable length of time, it cannot help but cause a deformity of the spine and work injury to various organs within the body.

Third. It causes a constriction of the abdominal walls which is very uncomfortable.

Fourth. It inclines the body forward, throwing its whole weight on the perineum resting on the pommel of the saddle, where it can do great injury to the organs within the pelvic cavity.

Fifth. It by no means gives the rider the maximum of power, for, in a like position, the strength of the arms cannot be fully utilized.

Sixth. To the public eye it appears hideous, and certainly is not indicative of good common sense.

But some riders ask, "How am I going to get a good position on my wheel? My seat-post has no

forward L, and my handle-bars are dropped. I can't get over my work and must stoop down." To these I would say: have them changed, and try the common-sense position, and I will warrant that within a very short time you will be glad you have made the change.

To the prospective purchasers of new wheels, I would say: see that your new mount has upturned or adjustable handle-bars, a forward L seat-post, so that your saddle may be placed where it belongs, over the work, and having done this much, learn how to adjust the different parts of the machine and keep on adjusting the saddle or handle-bars until you have a position slightly inclined forward, in which you can at will throw the weight of the body on the handle-bars or pedals, and thus ride ten, twenty, or fifty miles with the least fatigue.

If all cyclists would conform to this, then would we have a vast army on wheels in the proper attitude, propelling the silent steed more easily, and thus gracefully gliding along, enjoy the beauties of Nature and the invigoration that cycling alone can give.

A. H. STUBBS, M. D.

SEPT. 22, 1896.

INTERESTING BOULDERS.

EDITOR L. A. W. BULLETIN:

So much of the natural beauty and grandeur of the Boston Park system is due to the sculpturing and modelling influence of glacial action that it would seem fitting to call the attention of wheelmen to a few of the many typical spots where the effect of such action is clearly shown.

One of the most picturesque of these spots is the so-called "River of Rocks," the boulder-moraine on Arlington Heights. It is a splendid object-lesson in geology, and is well worth visiting.

Another good example is a fine specimen of an erratic boulder in the Fells.

Perched boulders are always worth seeing, and this one is comparatively easy of access.

Wheeling from Medford up Forest street, turn to the right where the sign reads, "Woodlawn Road, 1 mile." Before coming to the pumping station, take the wood road to the right; two minutes along this road, and just to the left of the piles of cut wood is the "Fells Boulder."

A very interesting ride to the writer is a "boulder ride" that takes in a number of these specimens.

There are many of these interesting spots near Boston, and they are so instructive and indicate so clearly the mode of their formation that they certainly should be preserved for all time.

W. MEDFORD, MASS.

W. S. BECKMAN.

A Light Lift.

The stained-glass windows of the church seemed hushed in deepest praise.

As through their sacred arches came the dim, religious rays; But, oh! their dim, religious rays were n't one half so profound

As the "dim, religious raise" of those who passed the plate around.



ROCK-CRUSHING PLANT AT FOLSOM STATE PRISON, CAL.

This rock-crushing plant was formally opened June 6, 1896, a special train being run from Sacramento, containing about two hundred invited guests.

To September 30 about twenty-five thousand tons of crushed rock have been shipped to various contractors, municipalities, and other bodies entitled under the law to receive the rock. This by no means represents the capacity of the plant. At present an average of three hundred and fifty tons is going out of Folsom daily, representing only about five hours' run per day.

The engine used is 125 horse power, operated by compressed air supplied from the State power-house 200 feet further up the canal. Two rotary crushers are used, having a capacity of 100 tons per hour.

The photograph shows arrangement of bunkers, elevators, etc. Rock is dumped into large crusher and carried in buckets to screen (on top) which deposits it into proper pocket in the bunkers. Material too large to pass through screens is carried by rejection chute to small crusher, which recrushes it and returns it to the elevator. There are three bunkers:

It Didn't Travel.

They tell us sound will travel seven hundred miles an hour. But we have known a yowling cat of wondrous vocal power To perch himself on our back fence and through the livelong night

Make sound enough to wake the dead, but travel — not a mite.

No. 83,226:— Always sign your name to insure attention.

It is said that in adopting the bifurcated skirts, women are making vast strides toward dress reform.

EVERY pleasant Autumn ride
Adds so much more to the credit side.

EDITOR L. A. W. BULLETIN:

While reading the article in last issue, by No. 100,270, I was reminded of another deception.

An agent for the sale of various cycles (which are on exhibition here in the exhibition room, 7th floor, Philadelphia Bourse), has purchased some *without* a brand or name plate, and is using in place the new decalcomania of the L. A. W., while the wheels are sold to any one, League member or not.

J. MULLINEAUX, JR., No. 99,103.

PHILADELPHIA.

No. 109,765:— If you had signed your name we might be of use to you.



ROCK QUARRY AT FOLSOM PRISON, CAL.

one for $2\frac{1}{2}$ inch rock, one for $1\frac{1}{2}$ inch rock, and a third for $\frac{3}{4}$ inch and less. They have a capacity of 1,000 cubic yards, or about 3,000,000 pounds of rock, and are fitted with suitable gates and chutes, railroad cars being run underneath (as shown in photograph), and loaded directly from bunker.

The plant is the largest and most efficient known to exist anywhere.

This crushed rock, ready for use, is furnished at the works for twenty-five cents per ton of two thousand pounds.

The labor is performed by the prisoners under the direction of the State.

For these photographs we are indebted to C. J. Atwater, a California member of the L. A. W.

It All Depends.

Just what a kiss is very few

Entirely agree;

"They say" that much depends on who
Is kisser and kissee.

At a meeting of the Brooklyn Good Roads Association, November 2d, President Angell said that in the course of a conversation with the mayor of that city, the latter had stated that "he did not know that the Good Roads Association realized what a beneficent work it was doing in the cause of improved highways. The administration found ample support in the repaving of streets in the sentiment manufactured in favor of good roads. He

hoped that the Association would continue the good work, as it would be productive of lasting good.

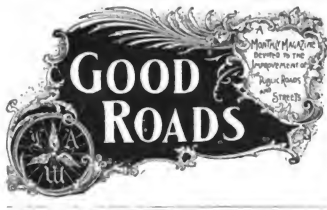
EDITOR L. A. W. BULLETIN:

If, while on the road, one is compelled to use a hand pump, a very satisfactory method to inflate a tire is to have valve at highest point; place shoulder of pump on fork, which offers a resisting point: a piece of cloth or a handkerchief should intervene to prevent injury to enamel.

No. 127,867.

PHILADELPHIA.

Don't write on both sides of the paper, and don't write too much even on one side.



Brief, but Expressive.

Every rut in the road
Adds weight to the load.

GOOD ROADS PROMISES.

The Good Roads movement got into politics during the recent campaign as it never did before. The subject of improved highways has passed beyond the era of preliminary discussion.

The people expect something of a material nature to be done. They are demanding it.

After making due allowance for the usual shrinkage of anti-election, campaign promises and enthusiasm, there yet remains reasonable grounds on which to expect that more Good Roads legislation and good roads construction will be carried out next year than has been done in any previous one.

Wheelmen, and the citizens in general, who are earnestly demanding an improved condition of highways, should see to it that promises on the part of successful candidates are lived up to. Where no promises were made, an intelligent regard for the best interests of wheelmen and citizens in general should be sought. No citizen, be he in a private or public position, can afford to say that he is opposed to a business-like effort to make better the public's common meeting place—the highways.

And while we are asking others to help us, let us try to help ourselves.

ROAD IMPROVEMENT ASSOCIATION OF WORCESTER, MASS.

Under the above title a society has been formed in the city of Worcester that should be of great service in securing good roads for that locality.

Its object, to quote from the printed constitution and by-laws is:

"To secure the construction and maintenance by the city of good roads in the city of Worcester."

The officers of the Association consist of a president, six vice-presidents, a secretary, a treasurer, and an executive board composed of one member from each voting precinct in the city, and of which the nine first-named officers, the president of the Worcester Driving Park Association, and the local consul of the L. A. W. are members *ex-officio*.

There is also an advisory board elected each

year by the executive board, consisting of such citizens as the executive board selects. Any citizen of Worcester may become a member by paying an entrance fee of twenty-five cents.

Mr. Lincoln Holland, who is the hustling local consul of the L. A. W. in Worcester, writes us that "in less than a week's canvass, there have been enrolled nearly 1,000 members, and it is expected that before the city caucuses at least 3,000 more will be added."

The aldermen and councilmen go out of office this year under the new city charter, and Mr. Holland says the candidates are "listening to the noise of the new movement."

WHY FARMERS OBJECT.

EDITOR L. A. W. BULLETIN:

I think I have recently dropped on to an idea in regard to the relation of the farmer to good roads. I think all will agree with me that the farmer does not object to good roads, but simply object to paying for them. In conversation with a farmer, lately, he made a statement which seems to have considerable sense in it. You will notice in country town-meetings, when appropriations are under consideration, that it is almost invariably the farmers that vote to make them as low as possible, whether they are for roads or any other object. The reason given me by this man I was talking with is that about all of a farmer's property is self-evident. When the assessors come around they can see the whole of his possessions—so much land, so many buildings, so many cattle, horses, etc., and he has to pay taxes on the whole of it. How is it when they come to the gentleman of leisure, or even to the day laborer, who has a few thousands in the bank? To the assessor's question, "Any money at interest?" comes invariably the answer, "No." People who are scrupulously honest in every other respect seem to think they have a perfect right to cheat the government out of all the taxes they can. These people not only get out of paying taxes on their property, but, by doing the way they do, make the valuation less and consequently the tax rate higher. The farmers naturally feel that they are obliged to pay more than their share towards the running expenses of the government.

No. 109,805.

OXFORD, MASS.

THE L. A. W. BULLETIN cannot use long technical articles on road-building, as the majority of our readers do not care to read them. The L. A. W. has on hand, however, elaborate works on road-building, copies of which may be had for a two-cent stamp.

WE SPEND \$40,000,000 a year upon our roads. In looking at some of them you would never guess it, would you?

IN LOOKING for a town to boom, prosperity usually goes to the one with the best roads leading to it.

League of American Wheelmen

.. Official Department ..

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NEW YORK. Chief Consul, Isaac H. Potter, Secretary-Treasurer, W. S. Bull, Office of the division, Vanderbilt Building, New York, N. Y.

NORTH CALIFORNIA. Chief Consul, F. H. Kerrigan, New City Hall, San Francisco. Secretary-Treasurer, Stanley G. Secretary, 159 Fulton St., San Francisco.

NORTH CAROLINA. Chief Consul, P. Heimsberger, Jr., Wilmington.

NORTH DAKOTA. Chief Consul, Oscar S. Cheney, Grand Forks.

OHIO. Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

OKLAHOMA. Chief Consul, Charles L. Wenner, Perry. Secretary-Treasurer, Reuben Harrison, 224 Chickamaug Ave., Oklahoma City.

OREGON. Chief Consul, A. Inglis Donnell, 101 6th St., Portland. Secretary-Treasurer, Frank M. Wells, No. 7 Waldo Building, Portland.

PENNSYLVANIA. Chief Consul, Samuel A. Boyle, 54 City Hall, Philadelphia. Secretary-Treasurer, P. S. Collins, Division Office, 580 The Bourse, Philadelphia.

RHODE ISLAND. Chief Consul, George L. Cooke, Box 101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CAROLINA. Chief Consul, C. C. Monaghan, Santa Ana. Secretary-Treasurer, J. A. Kelly, 211 New High St., Los Angeles.

SOUTH CAROLINA. Chief Consul, C. L. Legerton, 66 Pitt St., Charleston.

TENNESSEE. Chief Consul, Charles J. Scherer, 221 Main St., Memphis. Secretary-Treasurer, Ed. L. Manager, Memphis Savings Bank, Memphis.

TEXAS. Chief Consul, E. W. Hope-Sherman, Secretary-Treasurer, E. F. Wilman, 129 Elm St., Dallas.

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VERMONT. Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, G. W. Grady, Burlington.

VIRGINIA. Chief Consul, A. O'Neill, 43 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 149 State St., Norfolk.

WASHINGTON. Chief Consul, E. G. Doty, Tacoma. Secretary-Treasurer, Percy L. Sinclair, Tacoma.

WEST VIRGINIA. Chief Consul, Charles H. Gieger, Box 200, Wheeling.

WISCONSIN. Chief Consul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rider, 505 E. Water St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL. Joseph Pennell, care J. S. Morgan & Co., 21 Old Broad St., London, E. C.

RENEWAL BLANK.

ABDOTT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.
DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Date of Expiration

Number

Name

Street and No. or P. O. Box

City

State

City and Division in which my home is and to which I should be attached

Division will be stopped at date of expiration

Application for Membership in the L. A. W.

ABDOTT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee, and the second dollar is for my first year's dues. I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

I authorize and direct you to publish the name of my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution, eligible to membership in the L. A. W. under the provisions of the constitution, and to refer to two League members (or three other reputable citizens) named below.

Write references on margin below.

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BADGES AND BUTTONS.

L. A. W. BADGE.
with royal purple rim. Gold, \$2.00.
Heavy plate, \$1.50. Sent by insured mail.

BADGE FOR THE LADIES.

We have had a few badges of the standard quality set with a turquoise instead of a garnet. We recommend for the ladies, and can supply them in the two-dollar badge only.



OFFICIAL CAP PIN.

Size of cut. Enameled front in colors. Mailed to any address for thirty-five cents.

OFFICIAL LAPEL BUTTON.

Mailed to any address for twenty-five cents. The same button with catch pin for ladies' use. Send orders for the above to

ABERT BASSETT
12 Pearl St., Boston Mass.

DON'T SEND POSTAGE STAMPS.



VETERAN BAR.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, \$1.00. Bar badge attached, \$5.50. Members holding numbers less than 1500 may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and moderate in price. It is of celluloid, steel bound, and it exhibits both sides of the ticket without exposing it to wear. It will be sold for ten cents.

L. A. W. RIBBON LABEL.

We are now ready to supply a very handsome decoration for a L. A. W. Ribbon. We have a label four inches long and one inch wide, with the letters L. A. W. and the League emblem woven in the goods. The letters and emblem are old gold on royal purple. The label can be applied to the end of a long ribbon for the handle-bar; it can be used as a hat band, on the collar, on a sweater, and for a score of purposes.

We will supply them by mail at the following prices:

One label to cents
Two 15
Four 25

We will furnish a handle-bar ribbon, 7/8 of a yard long, with label on each end for 50 cents.

We cannot accept postage stamps for these. The coin is small and can be mailed with as much safety as stamps.

Send orders to ABERT BASSETT
12 Pearl St., Boston, Mass.

RACING BOARD.

Suspended.

Ninety days, from Oct. 26, competing in unanctioned races—Tyde Roberts, Walter Frocky, Wilkey Frocky, Columbus Grove, D. W. E. Rudy, Lina O. Pratt Carr, Harry Oberbeck, Leray, Spitzuigle, James Miller, Pearl Allen, Harry Ramp, Oswego, O.

Until Jan. 1, 1907, competing in unanctioned races—Dally Crawls, Carter McDowell, Alf Stamen, Ottawa, O.

Ninety days, from Oct. 27, unanctioned races—L. Munyon, Don Miller, J. Will Blake, Ben Brown, Viroqua, Wis.; Henry Olson, Sparta, Wis.

Until Jan. 1, 1907, for unfair dealings in connection with cycle racing—Win Runyan, Marion, Ind.

Ninety days, from Oct. 27, competing in amateur races after becoming a professional—C. L. Johnson and J. S. Duckworth, Keosauqua, Ia.

John T. Williams, Nevada, Mo., until prize wrongfully kept by him is returned.

One year, from Oct. 26, for repeatedly competing in unanctioned races—P. Rathen, Viroqua, Mich., and Charles Geotem, Chesaning, Mich.

Three months, from Oct. 26, unanctioned races—William Douglas, Sam Amosper, Jr., J. Thayer, Ernest Gould, Bert Coker, Oswego, Mich.; Henry Olson, Sparta, Wis.; Chiles, Easton, Mich.; W. Smith, Oswego, Mich.

Six months, from Oct. 26, competing while under suspension—Forest Bigelow, Columbus, O.

Ninety days, from Oct. 26, for entering class races to which they were not entitled to ride—Ray S. Hollins and Joe Mahoney, Buffalo, N. Y.

Ninety days, from Oct. 31, competing in unanctioned races—Albert Olson, Clear Lake, Ia.

Declared Professionals.

L. Munyon, Viroqua, Wis., clause (b).
Don Miller, Viroqua, Wis., clause (b).
J. Will Blake, Viroqua, Wis., clause (b).
Ben Brown, Viroqua, Wis., clause (b).
Henry Olson, Sparta, Wis., clause (b).
M. I. Peatross, Richmond, Va., clause (a).
Bert Vorhes, Albuquerque, N. M., clause (a).
Al. Coddington, Albuquerque, N. M., clause (a).
Harace Slater, Phoenix, Arizona, clause (a).
May Thompson, Albuquerque, N. M., clause (a).
George Heebly, Grand Rapids, Mich., vote of Racing Board.

Clyde Roberts, Columbus Grove, O., clause (b).
L. D. Duckworth, Keosauqua, Ia., clause (b).
C. L. Johnson, Keosauqua, Ia., clause (b).
W. M. Harper, Fairfield, Ia., clause (b).
W. M. Phillips, Newton, Kan., clause (d).
Fred. Hessler, Newton, Kan., clause (d).
Frank Evans, Oswego, Mich., clause (a).
William Douglas, Oswego, Mich., clause (a).
Sam Amosper, Oswego, Mich., clause (a).
J. Thayer, Oswego, Mich., clause (a).
Ernest Gould, Oswego, Mich., clause (a).
Bert Coker, Oswego, Mich., clause (a).
P. Hathaway, Oswego, Mich., clause (a).
George Hunt, Oswego, Mich., clause (a).
Charles Geotem, Chesaning, Mich., clause (a).
Huntton, Ovid, Mich., clause (a).
Chiles, Easton, Mich., clause (a).

Will May, Oswego, Mich., clause (a).
Sam Amosper, Jr., Oswego, Mich., clause (a).
William Knott, Pawtucket, R. I., vote of Racing Board.

Hal Freeman, Fresno, Cal., clause (b).
Jack Reeder, Fresno, Cal., clause (b).
J. A. Jones, Tacoma, Wash., clause (g).
A. A. Johnson, Aberdeen, Wash., clause (d).
Clarence Crawford, Union, Mich., clause (a).
George I. Seager, Des Moines, Ia., clause (f).
Forest Bigelow, Columbus, O., clause (a).
C. S. Bailey, Fredericktown, N. B., Canada, clause (g).
G. B. Levin, Trinidad, Col., clause (g).
George Meinstein, Sioux City, Ia., clause (b).
William Burkhardt, Marion, Ill., clause (b).
Frederick Howard, Grand Rapids, Ia., clause (f).
Leonard Shrieve, Springdale, Ia., clause (g).
Doc. Barkhurst, Rochester, Ia., clause (h).
Peter Gasper, Jr., Menominee, Mich., own request.

C. E. Miller, Mechanicsville, Ia., clause (b).
Oriel Morris, Indianapolis, Ia., clause (b).
C. L. Stanley, Indianapolis, Ia., clause (b).
C. C. Anderson, Indianapolis, Ia., clause (b).
C. E. Miller, Mechanicsville, Ia., clause (b).
C. A. Wilson, Cedar Rapids, Ia., clause (b).
N. H. Burnside, Cedar Rapids, Ia., clause (b).
George H. Kern, Cedar Rapids, Ia., clause (b).

The Southern Pacific Company's track, at Santa Monica, Cal., and track of the Agricultural Association, Los Angeles, are placed upon the list of those to which sanction privileges are denied.

Sanctions Granted.

Nov. 7—Los Angeles, Cal., Los Angeles Road Club.
Nov. 26—Los Angeles Athletic Club, Los Angeles, Cal.
Nov. 26—Cycle Track Club, El Paso, Tex.

PENNSYLVANIA DIVISION.

At the next meeting of the Board of Officers, the following changes and amendments to the division Constitution and By-Laws, adopted July 13, 1906, will be presented,—such changes and amendments being principally submitted at the semi-annual meeting of the Board last August.

H. C. WALLACE,
Chairman Rules and Regulations Committee.

CONSTITUTION.

ARTICLE I.

Same as before.

ARTICLE II.

Add, to promote and regulate cycle racing on the track.

ARTICLE III.

Its officers shall consist of a Chief Consul, Vice-Consul, Secretary-Treasurer and one Representative for each 400 members on the division roll on October 1st. These officers shall be elected annually between the 20th day of October and the 10th day of November. They shall have power to make additions and amendments to this Constitution and to the By-Laws consistent with the Constitution and By-Laws of the National body, and to enforce the provisions of the same.

The delegates to the National Assembly of the League of American Wheelmen shall consist of the Chief Consul, Vice-Consul, Secretary-Treasurer and one member to be appointed by the Board of Officers. The last and Finance Committee shall consist of the Chief Consul, Vice-Consul and one member to be elected at a annual meeting of the Board of Officers.

Section 1. Strike out the words "Article III" in Section 2. Each applicant for membership shall give the Secretary of the League an entrance fee of one dollar. The annual dues shall be the sum of seven cents; of one dollar, including a year's subscription to the L. A. W. BULLETIN.

Section 3. The officers, as provided for in the Constitution, shall hold office for the term of one year from the first day of December following their election or until their successors are chosen, and shall continue as the representatives elected, the Board of Officers of the Pennsylvania Division. Fifteen members present in person or by proxy shall constitute a quorum at Board meetings; but no one except a member of the Board shall be entitled to hold office as a member, and no member shall hold office for less than one member not resident in the same election district as himself.

Section 1. Change "30 days" to "not less than five weeks".

Section 2. Change "may" to "shall".

Section 3. There shall be no annual meeting of the division unless the Executive Committee shall deem to the contrary. The time and place for said meeting shall be decided by the Executive Committee. Two weeks' notice to be given through the official organ.

Section 4. No change.

Section 5. No change.

Section 6. No change.

ARTICLE III.

Duties of Officers.

Section 1. Change "the next ensuing meeting" to "the next meeting of the Board of Officers and the next meeting of the League body".

Section 2. No change.

Section 3. The Secretary-Treasurer shall at all times have a complete numerical, and an alphabetical, geographical roll of the division membership, arranged in districts as hereinafter provided. He shall record proceedings of all meetings of the Board and its division, and shall receive and disburse all money. A bond shall be required in the sum of five thousand dollars (\$5,000) for the faithful performance of his duties. This bond shall be subject to the approval of the Executive Committee, and the amount of the same shall be defrayed by the division. Funds authorized by the Executive Committee, in such sum as may be necessary for those expenditures required by the division, shall be given by the Treasurer, or by the Secretary for the proper conduct of his office, such as postage and clerical assistance. He shall make a report of the division at the next meeting of the Board of Officers and at each regular meeting when such report shall be required by the roll. He shall be paid one thousand dollars (\$1,000) per annum. At the time of the annual election of officers he shall furnish to the Rules and Regulations Committee a complete list of the members of the division, as an elected subsequent to the passage of this constitution, and shall give notice of his office until the 1st of October. In the event of his removal, the Board shall appoint a Secretary-Treasurer who shall serve until the next annual meeting of the Board of Officers.

Section 4. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 5. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 6. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

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Section 10. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 11. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 12. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

ARTICLE IV.

The Delegates to the National Assembly of the League of American Wheelmen shall consist of the Chief Consul, Vice-Consul, Secretary-Treasurer and one member to be appointed by the Board of Officers. The last and Finance Committee shall consist of the Chief Consul, Vice-Consul and one member to be elected at a annual meeting of the Board of Officers.

ARTICLE V.

Same as before.

ARTICLE VI.

There shall be the following standing committee consisting of not less than three, nor more than five members each: Rights and Privileges, Rules and Regulations, Improvement of Highways, Racing, Race Transportation, Press, Road Book and Hotel, and Executive and Finance. These committees, with the exception of the Executive and Finance Committee, shall be appointed by the Board of Officers. The last and Finance Committee shall consist of the Chief Consul, Vice-Consul and one member to be elected at a annual meeting of the Board of Officers.

ARTICLE VII.

Section 1. Strike out the words "Article III" in Section 2. Each applicant for membership shall give the Secretary of the League an entrance fee of one dollar. The annual dues shall be the sum of seven cents; of one dollar, including a year's subscription to the L. A. W. BULLETIN.

Section 3. The officers, as provided for in the Constitution, shall hold office for the term of one year from the first day of December following their election or until their successors are chosen, and shall continue as the representatives elected, the Board of Officers of the Pennsylvania Division. Fifteen members present in person or by proxy shall constitute a quorum at Board meetings; but no one except a member of the Board shall be entitled to hold office as a member, and no member shall hold office for less than one member not resident in the same election district as himself.

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Section 4. No change.

Section 5. No change.

Section 6. No change.

ARTICLE III.

Duties of Officers.

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Section 16. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 17. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 18. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 19. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 20. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 21. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 22. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

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Section 24. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 25. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 26. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 27. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 28. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 29. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 30. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 31. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 32. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Section 33. At the annual meeting of the Board of Officers there shall be elected one Delegate to the National Assembly for each 400 members on the division roll on December 1st.

Sec. 3. *What is now Sec. 4.*

Local Councils shall be appointed or removed by the Chief Counsel; shall act as his deputies and under his orders in the recruitment and arrangement with League hotels or official repairers, and for such other local work as may be assigned to them. Local Councils may be individuals or committees. It is reasonable information and assistance they may be called upon to give, but shall not be required to entertain touring wheelmen, or to furnish them any assistance other than may be given. By the general rules laid down from time to time by the Chief Counsel shall render monthly reports to the Chief Counsel of the work done by them, on blanks furnished for that purpose. Local Councils may be allowed the expenses of correspondence, upon bills approved by the Division Executive Committee.

ARTICLE IV.

League Clubs.

Section 1. Any cycling club in this State, three-fourths of whose active members are also members of the League, may be a "League Club" under the conditions named in the National Constitution and By-Laws. League clubs shall be entitled to all the privileges accorded them under the Constitution, and as are provided hereafter. Every member of a League club who is not applying for membership in the L. A. W. shall be entitled to deduct twenty-five cents from his entrance fee. All applications for membership from League clubs from which this allowance has been deducted shall be received by the Secretary of the club to the Secretary-Treasurer of the division.

Sec. 2. Any member of the League who has joined within one year previous to the club to which he is applying, among a League club shall be entitled to a rebate of 45 cents from his entrance fee. A bill for such rebate shall be sent to the Secretary-Treasurer by the Secretary of the club, signed by the President and the Secretary.

Sec. 3. Any League club failing to renew its membership on or before the first day of July in each year, shall cease to be a League club, and its representatives in this Board shall thereupon cease to be members of the Board. Previous to each meeting of the Board of Directors, a certificate signed by the President and Secretary of each League club, stating the number of League members in the club, and the names of club Representatives, shall be sent to the Secretary-Treasurer, and after being read and certified correct, shall not be entitled to representation at the meeting except by the unanimous consent of the members present.

Sec. 4. Each League club located in the division shall be entitled to elect one representative annually thereafter, to elect one representative for the first twenty members on its roll exclusively, another for the next eighty, and an additional representative for each one hundred members thereafter.

Sec. 5. *What is now Sec. 3.*Sec. 6. *What is now Sec. 4.*

ARTICLE V.

Elections.

Section 1. For the purpose of electing general representatives, the division shall be divided into not less than five nor more than nine election districts. Each election district shall be composed of a certain number of counties, to be fixed by the Executive Committee on or before the first day of August, provided no district shall contain more than sixteen hundred nor less than two hundred members of the division, except in the case of a single city, which shall not be divided.

Sec. 2. No change.

Sec. 4. Change the word "appoint" to *elect*.

Sec. 5. On or before the fifth day of August in each year, the Chief Counsel shall call for and receive from three in each election district, whose duties shall be to recommend suitable nominations for representatives from their respective districts, such nominations to be sent to the Secretary-Treasurer of the division on or before the first day of September. These committees shall be announced by the Secretary-Treasurer in the first issue of the official organ following their selection in which it may be practicable for him to insert such notices, together with a list of the counties included in each district.

Sec. 6. No change.

Sec. 7. Any one hundred or more members of the division may certify to the Secretary-Treasurer in a writing or writings, a candidate for each or any of the offices of the Chief Counsel, Vice-Counsel, Secretary-Treasurer, and any twenty or more members resident in an election district may certify to the Secretary-Treasurer in like manner, a candidate for each of the offices of the division. The number to which each district may be entitled under the Constitution, provided that all such nominations must be filed with the Secretary-Treasurer not later than the tenth day of October.

Sec. 8. The Secretary-Treasurer shall send to the Secretary of the L. A. W. all nominations received by him, on or before the tenth day of September, according with the foregoing sections, for publication in the next issue of the official organ, but one thereafter, and shall also prepare ballots, bearing the names of candidates for division offices, and of all candidates for Representatives from such districts, and of Representatives

tives-at-Large, who may have been nominated or certified to him, in accordance with the foregoing sections, on or before the tenth day of October. Each ballot shall also contain a sufficient space for the writing of additional names, a place for the voter's signature and a space for instructions as to how many candidates may be voted for, for each office. Said ballots shall be distributed to the members of the division, not later than the first day of November, together with envelopes marked "Ball Vote" and addressed to the Chairman of the Rules and Regulations Committee, which committee shall canvass the same as is hereafter provided.

Sec. 9. The persons who shall receive the greatest number of votes for the various offices, legally voted, shall be declared elected, and a report of the election shall be sent to the Secretary-Treasurer, who shall have the same published in the first succeeding issue of the official organ in which it may be practicable to secure such notice. After counting the ballots the committee shall seal them, and they shall be retained in the custody of the Chairman for three months, after which time they shall be destroyed, unless otherwise directed by the Executive Committee.

Sec. 10. Each voter shall clearly designate his choice for each office by placing a cross mark (x) opposite the name of the candidate or candidates for whom he desires to vote. It is found that a voter has marked more names for any office or offices than he is entitled to, no names for such office or offices shall be counted, but this shall not invalidate the balance of the ballot. A ballot once legally cast may not be recalled nor changed, and if two or more ballots are received from one voter, only the first one legally cast shall be counted.

Sec. 11. No votes received previous to the day following the mailing of the ballots to members by the Secretary-Treasurer shall be counted.

ARTICLE VI.

Duties of Committees.

Sec. 1. *Strike out the last sentence.*

Sec. 2. The committees on Rules and Privileges, Rules and Regulations, Improvement of Highways and Transportation, other than those assigned them by any specific provision of these By-Laws, shall be for each office, and the duties of the corresponding committee of the National Association.

Sec. 3. The Road Book and Hotel Committee shall have full charge of the compilation and publication, and the printing of the Road Book, and of the Road Books and similar publications issued by the division, but shall confine their expenditures to such sums as may be appropriated to them by the Board of Officers or by the Executive and Finance Committee. They shall also appoint such League hotels and official repair shops as, in their judgment, seem advisable.

Sec. 4. No change.

Sec. 5. The Press Committee shall furnish to newspapers, etc., for publication, such items of information concerning the League and cycling matters as shall tend to popularize the League and cycling in general.

Sec. 6. It shall be the duty of the Rules and Regulations Committee to receive and count the ballots for officers, and to declare the result immediately to the Secretary-Treasurer. No incumbent of the offices of Chief Counsel, Vice-Counsel or Secretary-Treasurer, and no candidates for these offices shall be members of this committee, and if any member of the committee be chosen a candidate, his place on the committee shall be declared vacant by the Chief Counsel and a successor immediately appointed.

Sec. 7. All questions concerning contested elections shall be referred to the Rights and Privileges Committee, and their decision shall be final unless an appeal is taken at once to the National Rights and Privileges Committee.

ARTICLE VII.

Expenses.

Sec. 1. No change.

Sec. 2. Railroad fares of the division and Club Representatives, actually expended in getting to and from the meetings of the Board of Officers, including Pullman sleeping-car fare, and amounting to one dollar or over, shall be paid by the division; provided, however, no member using a pass or other means of free transportation, except Pullman or railroad, shall be entitled to such expenses.

Sec. 3. Members shall be allowed hotel bills for not longer than the duration of the meeting, and not exceeding three dollars per day while attending Board meetings.

Sec. 4. Railroad fares of delegates to the National Assembly, including the fare to and from the place of meeting, of delegates during which the National Assembly holds session, shall be paid for by the division, subject to the provisions of Section 2 of Article VII.

ARTICLE VIII.

No Change.

ARTICLE IX.

These By-Laws may be amended at any regular meeting of the Board of Officers by a two-thirds vote of the members present, provided that two weeks' notice of said amendment shall have been given through the official organ.

NEW YORK STATE DIVISION.

ANNUAL ELECTION.

Under Section 1 of Article III, of the By-Laws of this Division, I hereby certify that the result of the mail vote for division officers and representatives in the several districts is as follows:

(The names of those elected are marked with asterisks (*).)

Total number of ballots cast 3659.

Chief Counsel:

*Phaac B. Potter, of Brooklyn.....	1051
First District.....	1051
Second District.....	708
Third District.....	1014
Fourth District.....	727
Fifth District.....	271
Sixth District.....	149
Total.....	3645

SCATTERING: 1st Dist. 4; 2d Dist. 1; 3d Dist. 1; 4th Dist. 1; 5th Dist. 1; 6th Dist. 1.—Total 9.

Vice Counsel:

*Wm. E. Underhill, of Schenectady.....	1076
First District.....	1076
Second District.....	705
Third District.....	1039
Fourth District.....	128
Fifth District.....	27
Sixth District.....	246
Total.....	3658

SCATTERING: 1st Dist. 4; 2d Dist. 1; 3d Dist. 1; 4th Dist. 1; 5th Dist. 1; 6th Dist. 2.—Total 14.

Secretary-Treasurer:

*W. Sheldon Bull, of New York.....	1083
First District.....	1083
Second District.....	703
Third District.....	1036
Fourth District.....	204
Fifth District.....	274
Sixth District.....	149
Total.....	3651

SCATTERING: 1st Dist. 1; 2d Dist. 2.—Total 3.

Representatives—First District.

Total number of votes cast 1087.....	
*M. M. Belding, Jr., New York.....	1060
*Max Bernhard, New York.....	1060
*Geo. K. Bulwell, New York.....	1047
*Herbert S. Woodard, New York.....	1034
*F. Brunner, New York.....	1029
*A. H. Curtis, New York.....	1036
*T. Eckert, New York.....	1037
*M. F. Froisher, New York.....	1031
*Mathew Lutz, New York.....	1038
*A. H. Hensley, New York.....	1031
*W. Travers, New York.....	1031
*Dr. L. C. Le Roy, New York.....	1042
*W. J. McCormick, New York.....	1025
*Dr. F. A. Myrick, New York.....	1029
*Wm. G. Oppenheim, New York.....	1034
*Dr. R. Ottolenghi, New York.....	1015
*C. Pennell, New York.....	1033
*Richard Peters, New York.....	1034
*W. C. Pittman, New York.....	1031
*Dr. Seneca D. Powell, New York.....	1034
*A. Kaufman, New York.....	1037
*Dr. M. L. Klein, New York.....	1031
*J. M. Riggs, New York.....	1031
*J. E. Roosevelt, New York.....	1031
*Louis Rosenthal, New York.....	1031
*J. Sheehan, New York.....	1016
*Jas. H. Townsend, New York.....	1047
*W. Walters, New York.....	1039
*John C. West, New York.....	1034
*M. T. Wilbur, New York.....	1025
*J. H. Wolford, New York.....	1021
*George B. Yard, New York.....	1025
*Wm. J. Yates, New York.....	1028
*Wm. H. Baldwin, New Brighton.....	1026
*J. L. Rodger, New Brighton.....	1021
*F. H. Hill, Peekskill.....	1021
*F. Clark, Princess Bay.....	1040
*Henry Carpenter, Sing Sing.....	1024
*Wm. Curran, Yonkers.....	1027
SCATTERING.....	119

Representatives—Second District.

Total number of votes cast 711.....	
*Alexander Balmanno, Brooklyn.....	1066
*N. P. Hark, Brooklyn.....	1066
*N. S. Tulegh, Brooklyn.....	1066
*J. F. McNamee, Brooklyn.....	1066
*Chas. F. Cole, Brooklyn.....	1066
*L. P. Coleman, Brooklyn.....	1066
*J. Costello, Brooklyn.....	1066
*Jas. M. Hale, Brooklyn.....	1066
*Waldo E. Fuller, Brooklyn.....	1066
*Michael Ford, Brooklyn.....	1066
*Walter M. Meserole, Brooklyn.....	1066
*Andrew Peters, Brooklyn.....	1066
*Dr. Chas. T. Sabin, Brooklyn.....	1066
*D. S. Service, Brooklyn.....	1066
*Geo. T. Stebbins, Brooklyn.....	1066
*R. L. Stillman, Brooklyn.....	1066

Henry Struggell, Brooklyn	678
Edward D. Walker, Brooklyn	679
Huyler Elgin, Freeport	680
G. A. Roullier, Flushing	681
Chas. T. Barbeck, Islip	682
SCATTERING	57

Representatives—Third District.

Total number of votes cast, 1036.

Geo. C. Baker, Albany	922
Wm. M. Honig, Albany	923
Howard Watson, Albany	924
Thomas W. Neary, Cohoes	925
Geo. H. Whitney, Mechanicville	926
R. C. Payne, Hudson	927
Chas. M. Herlihy, Saratoga	928
Edward L. Haight, Schenectady	929
A. G. Sherry, Troy	930
H. O. Folger, Watervliet	931
De Witt C. Becker, Albany	932
Wm. B. Phelps, Albany	933
SCATTERING	57

Representatives—Fourth District.

Total number of votes cast, 201.

Edward Leonard, Adirondack	191
Wm. Pierson Judson, Oswego	192
Clarence F. Coon, Syracuse	193
C. Edward Wood, Syracuse	194
Eugene F. Pugh, Utica	195
Will C. Greene, Watertown	196
SCATTERING	39

Representatives—Fifth District.

Total number of votes cast, 274.

Fred W. Ogden, Huntington	252
H. H. Rickford, Elmira	253
D. S. Barnes, Ithaca	254
Chas. Hughes, Middletown	255
Henry W. Hullard, Poughkeepsie	256
Chas. F. Consum, Poughkeepsie	257
SCATTERING	31

Representatives—Sixth District.

Total number of votes cast, 380.

Dezar H. Hausenitz, Buffalo	330
Walter S. Jenkins, Buffalo	331
J. Stuart Kelly, Buffalo	332
Thomas Cary Welch, Buffalo	333
Edward K. Wilson, Buffalo	334
W. H. Owen, Hornellsville	335
Chas. M. Brown, Jamestown	336
Albert J. Myer, Lake View	337
R. Bruce Oliver, Lockport	338
Geo. G. Shepard, Niagara Falls	339
Wm. W. Armstrong, Rochester	340
Wm. R. Lansing, Rochester	341
SCATTERING	42

W. N. HELL, Sec. Treas.

New York State Division.

NEW YORK STATE DIVISION.

STOP THIEF—\$25.00 REWARD.

Will be paid for information leading to the detection and conviction of any person guilty of stealing a bicycle from any member of the New York State Division. By order of the board of officers.

ISAC R. POTTER, Chief Consul.

VANDERBILT BUILDING, New York, N. Y.

Stolen. "Fowler" drop frame bicycle, 1845 Model; No. 8130; maroon; upturned bars; Banner lamp; Sager saddle. The property of MISS MAY F. PETTIE, L. A. W. #10317, 105 Putnam avenue, Brooklyn, N. Y.

NEW YORK STATE DIVISION.

THE ARMSTRONG BAGGAGE LAW.

The Pennsylvania Railroad Company has just issued an official circular directing every employee in charge of the Northern Central Railroad to observe and follow the provisions of the Armstrong Baggage Law, and to make no further charge for the carriage of bicycles except in cases where the combined weight of the bicycle and other baggage carried by the passenger exceeds 150 pounds. This provision is in accordance with the Armstrong Law. I respectfully ask that all members of our State Division, and all other wheelmen who have been compelled to pay an extra fee for the transportation of bicycles on the Northern Central Railroad during the recent year, will report to me the time and place when each payment was made, to whom made, the amount of payment, and between what points the passenger and bicycle were transported at the time when such charge was made.

Fraternalty yours,

ISAC R. POTTER, Chief Consul.

IOWA STATE DIVISION.

STOP THIEF—\$30.00 REWARD.

Stolen. From A. E. Burnett, Des Moines, Ia., Nov. 5, 1896, "Czar" bicycle; maroon enamel; Morgan & Wright tires; red valve stem; rims painted shade darker than frame. Carload saddle, two rivets gone. Arrest and notify A. C. MILLER, Sec. Treas., Des Moines, Ia.

IOWA DIVISION.

A. W. R. Buller has been elected club representative for the L. A. W. Club of Nevada, Ia.

A. C. MILLER, Sec. Treas.

DES MOINES, Nov. 6, 1896.

NEBRASKA DIVISION.

Pursuant to the constitution and by-laws of this division a meeting of the Board of Officers is hereby called to meet in Omaha, on Saturday evening, at 8 o'clock, Dec. 10, 1896, at the Willard Hotel.

A. R. EDMISTON, Chief Consul.

OMAHA, NEB., Nov. 6, 1896.

MASSACHUSETTS DIVISION.

Wanted \$500.00 Renewals.

I find that since my return from abroad that the renewals have not been coming in as well as they should. Although a meeting of the Board of Officers is being held, I find that the renewals are not coming in as well as they should. I find that the renewals are not coming in as well as they should. I find that the renewals are not coming in as well as they should.

See that your name is sent in at once, right now, before they get lost. A. D. PRICK, Sec. Treas.

MASSACHUSETTS DIVISION.

For L. A. W. Club Secretaries.

Gentlemen,—As the new League club year commences on December 1st, I am particularly anxious to obtain the credentials of the different clubs of our delegates to the division. Board of Officers, with correct address, signed by the President and Secretary of the club, so that they may be published in the BULLETIN. Those that have sent me credentials since September 1st, need not do so again. All others I want at once.

Fraternalty,

A. D. PRICK, Sec. Treas.

MASSACHUSETTS DIVISION.

BOARD MEETING.

The first meeting of the newly-elected Board of Officers will be held at Young's Hotel, Boston, December 1st, at 8 P. M. A full attendance is requested.

A. D. PRICK, Sec.

KENTUCKY DIVISION.

To the League Members of the Kentucky Division: It is my desire to appoint as early as possible my local committee for the year of 1897, so we can get at our work early next year. With this idea in view, I shall consider it a great favor if every member in the division will send me a letter expressing his views, and suggesting some suitable person for the office of local committee in his town. I would also be pleased to have suggestions from the members upon anything that they feel that the State Division should take under consideration. By complying with this request not later than November 30th, you will greatly oblige.

J. W. CLEMENSHEIM,

Chief Consul Ky. Div., L. A. W.

COLORADO DIVISION.

STOP THIEF—\$25.00 REWARD.

will be paid to any one causing the arrest and conviction of any person guilty of stealing a bicycle owned by any member of the Colorado Division. By order of the Board.

CHARLES WILMOTT DAWSON, Chief Consul.

GAYETTE BLDG., Colorado Springs.

Stolen. From 633 Colfax avenue, Denver, on October 10th, a "Kearney" Special 1896 Model; No. 544; color Pullman brown; monogram C. D. W. on top of top tube; new handle-bar; new handle-bar; Cleveland chain; Van Meter pneumatic saddle; 131-pat pedals; M. & W. tires. Owned by GUSTAV D. WRIGHT, Denver, Col.

Stolen. From First Presbyterian Church, on October 14th, a "Tribune," 1896 Model; No. 12,451; black; reversible handle-bar and brake; 131-pat pedals; combination pedals; M. & W. tires. Owned by H. T. COOPER, Colorado Springs.

CHARLES WILMOTT DAWSON, Chief Consul.

COLORADO SPRINGS, NOV. 5, 1896.

WASHINGTON DIVISION.

I have this day appointed Mr. C. W. Richie, of Walla Walla, Whinn, Vice-consul of this division.

E. L. DORR, Chief Consul.

TACOMA, WASH., Oct. 21, 1896.

RHODE ISLAND DIVISION.

CLUB REPRESENTATIVE.

Narragansett Wheelmen, Everett B. Bryant, Pres. Sec.

NELSON H. GIBBS, Sec. Treas.

CONNECTICUT DIVISION.

The road book having been completed and furnished to all the new members, we are issuing another lot for the old members, whose membership does not expire

before January 1st, 1897. Those whose memberships do so expire must renew in order to get the book. We would like to receive suggestions for the book. It has been suggested that the usual plan be departed from leaving out the turns right and left, and using names of streets, entering and leaving towns, giving distances and prominent land marks—nothing considered sufficient with such a guide.

What do you think of it? Fraternally,

PETER W. WENTLAND, Chief Consul.

BRIDGEPORT, Nov. 6, 1896.

NEW JERSEY DIVISION.

William H. Emmons, Keyport, N. J., who was appointed by me as Local Consul at that place, has taken action which, in my judgment, constitutes conduct as becoming a gentleman, he asked to resign and return his certificate of appointment, not complying with this request, I take this means of notifying the members of the League of American Wheelmen that I have declared the office vacant, and that necessary proceedings will be taken to have him expelled from membership.

Yours fraternally,

ROBERT GRANTLEY, Chief Consul.

ELIZABETH, N. J., Nov. 4, 1896.

DELEGATES TO THE NATIONAL ASSEMBLY.

Under the provisions of the L. A. W. Constitution all delegates to the National Assembly must be elected in Dec. 12th.

ARTICLE V.

Sec. 12. Each division Board of Officers shall hold its annual meeting in the month of December, 1896, and elect from the division a delegate to the National Assembly for each four hundred members up to 400 on Dec. 1.

The number of delegates that each division is entitled to send above section is indicated in the table below. For purposes of comparison, we give the quota for last year.

	1896	1895	Nebraska	1896	1895
Colorado	1	1	Nebraska	1	1
Connecticut	3	3	New Jersey	1	1
Illinois	7	7	New York	5	5
Indiana	3	3	North Carolina	4	4
Iowa	3	3	Ohio	1	1
Kansas	1	1	Pennsylvania	2	2
Kentucky	3	3	Rhode Island	2	2
Maine	1	1	South Carolina	1	1
Maryland	3	3	Tennessee	1	1
Massachusetts	21	21	Texas	1	1
Michigan	1	1	Virginia	1	1
Minnesota	1	1	Washington	1	1
Missouri	5	5	Wisconsin	1	1
			Wyoming	1	1

RENEWAL LIST NO. 15.

Including renewals from Oct. 26 to Nov. 21, 1896.	
Alabama	1 Nevada
Arizona	1 New Hampshire
Arkansas	10 New Jersey
California	1 New Mexico
Connecticut	6 New York
Delaware	1 North Carolina
District Columbia	1 North Dakota
Florida	1 Ohio
Georgia	1 Oregon
Idaho	1 Oklahoma
Illinois	5 Pennsylvania
Indiana	8 Rhode Island
Iowa	3 South Carolina
Kansas	1 South Dakota
Kentucky	1 Tennessee
Louisiana	1 Texas
Maine	3 Utah
Maine Provinces	3 Vermont
Maryland	1 Virginia
Massachusetts	32 Washington
Michigan	1 West Virginia
Minnesota	1 Wisconsin
Mississippi	1 Wyoming
Missouri	18
Montana	1
Nebraska	1

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date and published in accordance with Article 111 of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully the new lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, as far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, Nov. 13, 1896.

Total, 390-71,646.

Over 135,000, ARKANSAS, 1-189.

Unattached.

54 Evans, Parker C., Jr., care Hendrix

Colleges Conway

Over 135,000, COLORADO, 2-745.

Denver

54 Cook, Willard B., 1843 Wabash st., Denver

Unattached.

5 Stevens, W. J., 11 Jacobus block, "

Over 135,000, CONNECTICUT, 1-

1,304.

Unattached.

57 Staples, Frank T., 120 E. Main, Bridgeport

Over 135,000, DELAWARE, 1-47.

Unattached.

58 Smith, Linton, 902 Broome, Wilmington

Over 135,000, GEORGIA, 3-104.

Unattached.

50 Setton, A. C., Talleypon

50 Reynolds, Henry C., 76 West End ave.,

Atlanta

1 Hunter, W. H., Milwaukee

Over 135,000, ILLINOIS, 23-3,190.

Illinois Cycling Club.

85 Brady, F. C., 327 W. Van Buren, Chicago

3 Best, J. W., Jr., 323 E. Kimbark, "

4 Conner, Geo., 600 Walnut, "

5 Canfield, T. K., 514 Ashland Blvd., "

6 DeLoe, Nathan B., 174 Ashland Blvd., "

7 Earle, Wm., 701 Jackson Blvd., "

8 Ebert, Chas., 144 Market st., "

9 Finley, H. C., 30 Fulton et., "

10 Foster, Fred M., 47 W. Randolph, "

11 Hodson, W. D., 10 W. Water, "

12 Jackson, I. S., 936 Adams, "

13 Kinnear, John W., 1318 Lake, "

14 Knapp, Harry, 181 Ashland Blvd., "

15 McCarthy, Joe, 30 South Wood, "

16 Prescott, Dr. E. E., 110 Washington, "

17 Best, Carl H., 320 Chamber of Com-

merce, "

8 Street, A. J., 600 South Morgan, "

9 Simmons, Wm., care J. V. Ferrell, "

10 Gove, A. W., 48 East Madison, "

11 Poynt, W. C., 291 Ashland Blvd., "

2 Hancock, Mrs. J. C., 512 10th et., Cairo

3 Phelps, F. A., box 244, Harvard

4 Austin, H. W., 217 Lake, Oak Park

Over 135,000, INDIANA, 3-975.

Dragon Cycle Club.

55 Gabagan, Lawrence F., care Bennett,

Gorham & Co., Wabash

6 Best, Fred G., care Bennett, Grover

Unattached.

7 Light, A. A., 182 Jefferson ave., Indianapolis

Over 135,000, LOUISIANA, 9-30.

Belair

8 Dymond, Miss Florence, "

9 Elliott, Dr. Jno. B., 2427 Camp, "

10 Griffin, Thomas, 629 Canal, "

11 Warner, L. A., box 1814, "

12 Dymond, Mrs. John, 2341 Camp, "

13 Dykers, Reginald, 1727 Carondelet, "

14 Garcia, F. J., 1803 Mry., "

Over 135,000, MARYLAND, 5-1,255.

Unattached.

57 Ames, Joseph S., John Hopkins Uni-

versity, Baltimore

58 Robert F., 104 E. Lexington et., "

9 Childs, Wm. J., 1406 E. Biddle, "

10 Goetz, Julius B., 1317 W. Baltimore, "

11 Janney, Miss Mary C., 2023 E. Pratt, "

Over 135,000, MASSACHUSETTS, 32-

9,542.

Good Roads C. A.

52 Buse, Howard A., Gaden et., Belmont

3 Stone, Flora L., 1000 E. "

Tiger Roadsters, "

4 Berry, A. C., 2 Pearl et., Dorchester

5 McCormick, Dillion, 18 Elton, "

6 Sweeney, W. J., Paul, High & Highland

et., "

7 Towler, Phillip, 1104 Dorchester ave., "

8 R. C. C., "

9 Peckham, John A., 32 Belmont ave., Lowell

Conn. Valley Wheelmen.

10 Schenck, Eckbert, Allen et., Springfield

90 Thayer, E. R., 107 Union et., "

Unattached.

1 Dwyer, Daniel P., Barre

2 Edgar, C. L., 3 Reed place, Boston

3 Parne, George H. M. D. 74 Boylston, "

4 Weir, William, 56 Clerendon, "

5 Wolf, B. M., 100 Appleton, "

6 Hancock, S. H., Maple ave., Brockton

7 Moore, Fred H., 22 Essex et., "

8 Keith, Warren R., box 346, Cempello

9 Tenney, W. D., "

10 Canine, R. K., 83 Queen st., Lowell

11 Hunt, Herbert V., 110 Fort Hill ave., "

12 Richards, Louis, 6 Brooks et., "

3 White, Wm. T., 96 Huntington, "

4 Newman, Geo. H., North st., Pittsfield

5 Peck, John, box 12, "

6 Murray, John J., 1621 Tremont et., Roxbury

7 Winn, Frank M., Salem

8 Farrell, Wm. R., box 290, Watertown

9 Abbott, Geo. E., 218 Chandler, Worcester

920 Hedley, Walter H., 60 Foster, "

1 O'Brien, J. M., 78 Main, "

2 Porter, A. Q., 232 Main, "

3 Messenau, C., 29 Myrtle, "

Over 135,000, MISSOURI, 1-2,114.

Unattached.

924 Herd, J., 3509 Lindall ave., St. Louis

Over 135,000, NEBRASKA, 15-427.

Boston Store W. C.

925 Carter, D. D., 2215 Mason, Omaha

Omaha W. C.

6 Brady, J. M., care McCord-Bradley Co., "

7 Haynes, Geo. B., 1504 Foran st., "

8 Spangler, Geo. J., care McCord-Bradley

Co., "

Tourist.

9 Delight, E., 306 No. 16th, "

30 Hammond, E., 310 No. 16th, "

1 Martin, Chas., 1418 No. 16th, "

Triangle Club (Y. M. C. A.), "

2 Barchard, George H., 304 Karbach

Unattached.

3 Bechel, Wm. F., 310 South 26th, "

4 Hedding, S., 2211 Iowa, "

5 Hardy, Henry, 2816 Poplar ave., "

6 Mettles, H., 2212 Capitol ave., "

7 Prince, Sol, 1318 Devenport et., "

8 Taylor, Cadet, 16th & Dodge, "

9 Young, C. H., Bee Office, "

Over 135,000, NEW HAMPSHIRE, 2-

358.

Exeter B. I. Club.

940 DeMerritt, Frank, box 354, Exeter

Unattached.

1 Wood, Harry, Boothman, Randolph

Over 135,000, NEW JERSEY, 26-

4,621.

Owl Bicycle Club.

942 Astorin, Isaac K., box 239, Bordentown

3 Macfarlan, B. W., M. D., box 12, "

N. H. Cyclers.

4 Wegel, Theo., 105 11th et., Hoboken

Unattached Wheelmen.

5 Coddington, Wm. A., Babcock bld'g., Plainfield

6 Kirk, Wm. T., 7th et. & Park ave., "

7 Vink, Fred J., 207 East Front st., "

Catholic Club Wheelmen.

8 Onell, John N. A., 143 So. Broad, Trenton

N. H. Co. Cyclers.

9 Moran, Bells, 500 Bergenline, Union Hill

950 Roehr, Christ., Pleasant ave. & Hecken-

sack P. R., Weekawaug H'g'ts

Unattached.

1 Mansfield, Henry, 35th & Federal, "

Cramer Hill

2 Cook, Edgar H., Atlantic Highlands

3 Feutis, Frederic J., 1148 E. Jersey, "

4 Stryker, Luther V., East Millstone

5 Boonman, Fredk. H., box 148, Hoboken

6 Henry, Robert K., 117 Wash. et., "

7 Woolley, Edward W., 555 Communipaw

ave., Jersey City

8 Burke, Frank T., Marlboro

9 Anderson, Chas. L., 57 Elm et., Montclair

960 Anderson, Mrs. Chas. L., 57 Elm et., "

1 Hand, Florence O., 36 Hawthorne pl., "

2 Lehnenschel, Gustav, 170 Monroe st., "

Passaic

3 Sherrell, Morris R., 128 Halley, Newark

4 Marks, Heyman, care Seeger & Marks, "

5 Holland, Benjamin, 419 Whittaker ave., Trenton

6 Tucker, Richard N., 631 Hudson, New

York N. Y., West Hoboken

7 White, Frank U., Winslow

Over 135,000, NEW YORK, 17-

20,131.

Brooklyn Ramblers.

908 Bellar, E. W., 1065 Bedford ave., Brooklyn

Unattached.

909 Walsh, John, 260 Bridge st., Brooklyn

232 Reg't W. S.

670 Roehr, Frederick A., 872 Butler, "

Normen.

1 Morrison, Henry, 70th et. & 16th ave., "

2 Harrington, Andrew, 76 Ridgely et., "

3 Young, Jas. K., 107 Wiloughby ave., "

S. B. W.

4 Foster, George P., 178 15th et., "

Haverstraw Wheelmen.

5 Barbeau, A. V., box 212, Haverstraw

Canton Cycling Club.

6 Cook, Clarence S., Canton

Century.

7 Ritchie, Gordon, 1088 Broadway, New York

8 Jones, James, 100 E. 74th, "

Lexon Cycle Club.

9 Cottrell, Jas. M., 303 W. 126th, "

S. D. N. Y. C. Co.

980 Connolly, Harry P., 446 W. 36th st., "

Cortlandt Hl. Club, "

1 Termeer, L. E., 38 Park Row, room 72, "

N. Y. F. D. H. C., "

2 Cogan, Frank C., 57 West 99th, "

3 Ferris, James E., 106 Waverly place, "

4 Postine, Albert, 405 Canal, "

5 Root, Edward S., 1242 7th ave., "

Knickerbocker Club, "

6 Mendelssohn, H. E., 845 A. 5th ave., "

Spaulding Club.

7 Ryan, Michael M., 325 West 47th, "

8 Kuhn, Peter, 274 Main st., Poughkeepsie

Lake View.

9 Warren, J. B., 481 Alexander st., Rochester

Unattached.

960 Frick, Louis, 478 Broadway, Astoria

1 Rutherford, Miss Grace, Olvan & "

Brooklyn, Angelen

2 Spencer, W. O., 50 Wilmington way, "

Binghamton

3 Ritting, Chas. L., 507 Glenmore ave., "

4 Rison, F. C., 720 Halsey, Brooklyn

5 Cowley, James, 1801 Atlantic ave., "

6 Cowley, Thomas, 1807 Atlantic ave., "

7 Gundersen, Wm., 1200 84 ave., "

8 Keese, Herman B., 194 Clinton, "

9 Masters, H. K., 173 Congress, "

Over 134,000.

1 Peterson, Victor E., 1267 Atlantic ave., "

2 Rendich, Richard A., 82 1st place, "

3 Ritter, Ralph J., 307 Reid ave., "

4 Robertson, William, 986 Lafayette ave., "

5 Shefield, Wm. W., box 294, "

6 Smith, Henry L., 580 Greave ave., "

7 Usard, G. T., 613 Fifth ave., "

8 Allen, M. L., 765 Carroll st., "

9 Hollenhausen, Miss Maria T., 331 "

Greene ave., "

10 Bergen, D. W., 585 Carleton ave., "

11 Her, Anthony, 942 Herkimer, "

2 Cadman, A. J., 14 Irving place, "

3 Cameron, Dr. H. DeLaven, 62 7th "

ave., "

4 Bellar, Mrs. E. W., 1065 Bedford ave., "

5 Forrester, Miss Lena, 244 Livingston, "

6 Forrester, Miss Anna, 244 Livingston, "

7 Gildemeier, Dr. C. P., 55 Schermerhorn, "

8 Immel, Perry, 7794 Monroe, "

9 Martin, M. B., 474 Lafayette ave., "

10 Vancleave, John, 254 Trenton, "

11 Proctor, Wm. F., 260 Ryerson et., "

2 Proctor, Mrs. Wm. F., 260 Ryerson et., "

3 Ryal, W. J., 69 Nevins st., "

4 Randall, Chas. R., 99 4th ave., "

5 Spence, Dr. Thomas B., 684 Macon, "

6 Swartwout, George H., 99 Concord, "

7 Wadell, Geo. F., 83 Garden place, "

8 Reitz, G. R., 874 Garden place, "

9 Baxall, Miss Emily, 306 Plymouth "

ave., Buffalo

980 Meyer, George J., 1096 Michigan st., "

1 Frances, A. H., care Buffalo Cold Stor-

age Co., "

2 Grant, Barton A., Columbierville

3 Tice, Alfred E., Ocean ave. & Tipton "

Wick, Coney Island

4 Albin, Jesse Lewis, box 33, Eastport

5 Tuttil, H. C., box 20, "

6 Cortright, Charles B., 854 North Main, Elmira

7 Tighe, Jas. P., Middletown

8 Salem, Francis B., box 191, Hempstead

9 Crawford, John P., Locust ave., "

Merrick Road, Jamaica

940 Jenkins, Grace, Balmville et., Newburg

1 Bailey, Clayton B., 28 West 94th, Jamestown

2 Bailey, Mrs. Clayton E., "

3 Gifford, Frank E., 1st Nat'l Bank, "

4 Gifford, Charles H., Farmers & Me-

chanics Bank, "

5 Hegeman, Charles, 1 Fenton Place, "

6 Shaw, Will E., Lockwood

7 Bernhard, Julius, 440 Manhattan ave., "

8 Castro, Mrs. John W., 150 West 50th, "

9 Castro, Miss Alice G.,

- 6 Green, Miss May, care New York Hospital, " "
- 7 Hartman, P. H., 700 Broadway, " "
- 8 Mason, Arthur H., 115 E. 39th, " "
- 9 Nichols, George L., 331 West 89th, " "
- 670 Muller, Emil, 88 Park Row, " "
- 1 Brown, Michael J., 224 Railroad ave., " "
- 2 Schoeler, Mrs. Henry J., 102 West 65th, " "
- 3 Schwab, Leon, 38 Malden Lane, " "
- 4 Tiedemann, John T., 161 West 102d, " "
- 5 Wendel, Capt. Louis, 1924 & Amsterdam ave., " "
- 6 Whitlock, William, 39 Cortland st., " "
- 7 Wright, John W., 345 East 41st, " "
- 8 Lindemann, John G., 342 West 87th, " "
- 9 Anthony, Louise, 150 East 121st, " "
- 680 Brown, Le Roy, M. D., 70 West 82d, " "
- 1 Baker, Frank Leslie, 138 East 40th, " "
- 2 Cosner, James H., 187 East 51st, " "
- 3 Duncan, H. H., 2061 Madison ave., " "
- 4 Elliot, George W., 604 East 149th, " "
- 5 Friedman, Edward, 131 West 133, " "
- 6 Freer, Geo. G., 355 West 14, " "
- 7 Fry, Simon, 134 East 79, " "
- 8 Fielding, William, 125 West 28, " "
- 690 Lindacker, Edward, 422 East 19th, " "
- 1 Holigon, Charles F., 545 6th ave., " "
- 2 Kiesel, William, 351 East 84th, " "
- 3 Kraft, Gottlieb, 594 9th, " "
- 4 Lathrop, James R., Roosevelt Hospital, " "
- 5 Libbstone, P. B., Hotel Empire, Columbus ave. & 62d st., " "
- 6 Linton, Thomas W., 214 4th ave., " "
- 7 Lee, Thom., 292 5th ave., " "
- 8 McCurdy, James A., 430 East 57th, " "
- 9 Mackenzie, Miss Edith, 40 West 40th, " "
- 690 Martin, Miss Elizabeth, 200 West 133d, " "
- 1 Morrison, Rich'd H., 1235 3d ave., " "
- 2 Palmer, Mrs. John, 812 West 162d, " "
- 3 Park, Benj. E., 283 Alexander ave., " "
- 4 Price, Harry, 507 East 18th, " "
- 5 Pierson, F. R., 69 East 95th, " "
- 6 Pierson, Mrs. M. S., 69 East 95th, " "
- 7 Pierson, Miss L. M., 69 East 95th, " "
- 8 Reese, Dr. R. G., 41 East 23d, " "
- 9 Rosenberg, Maximilian, 734 East 140, " "
- 690 Santos, Rodrigo, 35 Whitehall, " "
- 1 Sanford, C. M., 147 East 55, " "
- 2 Sauer, George F., Roosevelt Hospital, " "
- 3 Saker, Louis, 558 9th ave., " "
- 4 Smith, B. Velford, 621 Broadway, " "
- 5 Winter, Chas., 1038 1st ave., " "
- 6 Wilkinson, J. E., 53 W. 113th, " "
- 7 Winter, Emil, 539 East 87, " "
- 8 Wyler, Robert Hawthorne, 26 West 35th, " "
- 9 Wyler, Julius, 43 West 90th, " "
- 690 Ackertland, Erik Gustaf, 400 West 58th, " "
- 1 Nilson, Bjornar F., 382 5th ave., " "
- 2 Nollie, John G. M. D., 222 W. 34th, " "
- 3 Orsag, Frank A., 101 W. 91st, " "
- 4 Waters, Wm. R., 171 Canal, " "
- 5 Hedell, Alfred C., " Oceanus
- 6 Whelan, Mrs. Charles, " Ozone Park
- 7 Kliner, Elmer E., box 308, " Rhinebeck
- 8 Allen, Charles M., 732 Granite b'd'g, " Rochester
- 9 Bernhard, John A., Flower City Park, " "
- 690 Smith, Frederic L., City Engineers Office, " "
- 1 Van Leer, C. E., Cutter b'd'g, " Schenectady
- 2 Millingham, A. J., 4 Fuller b'd'g, " "
- 3 Karner, Wm. P., 21 Quackenbush st., " Stapleton
- 4 Morrison, Henry P., box 582, " "
- 5 Nulton, Thomas M., 206 Kellogg, Syracuse
- 6 Edwards, Geo., Toledo Park, Toledo
- 7 Morrison, Henry P., Broadway, " "
- 8 Francis, C. E., " West New Brighton
- 9 Curtis, Newton F. M. D., " White Plains
- 10 Durham, Albert, M. D., " "
- 1 Hoencher, Emil, box 175, " "
- 2 Jones, Frederick H., box 175, " "
- 3 Randall, John W., box 175, " "
- 4 Smith, D. Austin, D. H. S., " "
- 5 Thompson, Harry, box 175, " "
- Over 130,000, NORTH CALIFORNIA, 5-1,640,**
- C. C. W. " "
- 140 Bryie, Walter, box 19, " Sacramento
- 7 Woodson, F. M., 511 K st., " "
- Unattached, " "
- 8 Bigelow, John F., 2063 California, " San Francisco
- 9 Fraser, Simon J., 1218 Mission, " "
- 150 Mullinger, R. E., 321 Lyon, " "
- Over 130,000, OHIO, 4-2,233,**
- C. B. C. " "
- 151 Craig, Walton, Jr., 311 Neave b'd'g, " Cincinnati
- 2 Grafe, R. H., 205 West Front, " "
- 3 Handaw, E. K., 310 Walnut, " "
- 4 Wells, Percy, 211 Vine st., " "
- L. C. C. " "
- 5 Miller, Joe, 104 Front st., " Marietta
- Unattached, " "
- 6 Crane, Robert L., Bellevue ave., Mt. Auburn
- Over 130,000, OREGON, 1,**
- Valley Cycling Club, " "
- 157 Stiles, T. M., " Williams
- Over 130,000, PENNSYLVANIA, 5-10,708,**
- Wheelmen's Road Ass'n, " "
- 158 Jarvis, Miss Anna H., box 205, " Erie
- F. W. C. C. " "
- 9 Hayes, Arlo, 10 East 10th, " Bristol
- Centaur, " "
- 160 Scott, Chas. H., 401 Beta b'd'g, " Philadelphia
- Persimmon Wheelmen, " "
- 1 Dorward, Harry, 2125 No. 30th, " "
- Unattached, " "
- 2 Morrison, E. Clarence, Race st., Butler
- 3 Valenta, W. E., " Carter's Camp
- 4 Stirling, A. H., 214 Penn st., " Chester
- 5 Thunley, Thomas, box 47, Edgewood
- 6 Howell, Aubrey, 320 W. Chelton ave., " Germantown
- 7 Potter, Sheldon, 48 W. Tulpeocken, " "
- 8 Stannan, Edmund L., box 54, Lansdowne
- 9 Stroh, W. R., " Manch Chunk
- 170 McMillan, J. Jr., Haverford & Merion " Narberth
- 1 Naylor, J. Harry, " Ogosta
- 2 Bateman, James Jr., 206 North 35th, " "
- 3 Broehan, George H., 1019 South 25th, " Philadelphia
- 4 C'ole, Susan E., 250 South 16th, " "
- 5 Ellison, Norman, 24 South 6th, " "
- 6 Gimpel, Lewis, 1240 North 2d, " "
- 7 Haggerty, Rob't J., Jr., 517 South 13th, " "
- 8 Wilkinson, Ogden D., 2611 Walnut st., " "
- 9 Gordon, Miss E. Shirley, 2038 Spruce, " "
- 180 Allington, Wm. Chas., 1924 Bruner, " "
- 1 Barry, R. D., 594 South 12th, " "
- 2 Birchfield, Theo. T., 55 No. 7th, " "
- 3 Cole, Lewis E., 1522 So. 4th, " "
- 4 Flock, H. H., 41 No. Fifth, " "
- 5 Gill, John, Jr. D. No. Front, " "
- 6 Gilmer, Maurilio W., M. D., 1618 So. Broad, " "
- 7 Grand, A. W., 2318 Oakford, " "
- 8 Kellner, A. C. T., 1621 Brown, " "
- 9 Kition, G. K., 44 No. 5th, " "
- 100 Kochersberger, W. S., 1st Nat'l Bank, " "
- 1 Koster, Harry, 1516 Moyamensing ave., " "
- 2 Lewis, Robert, 2817 Kirkbridge st., " Hrlsberg
- 3 Murray, S. J., 1555 Federal st., " "
- 4 Pike, John L., 423 Walnut, " "
- 5 Regan, Jas. V., 1203 No. 17th, " "
- 6 Belger, Harry H., 2201 Colorado, " "
- 7 Robinson, Joseph W., box 1620, " "
- 8 Steel, Horis W., 44 So. Broad, " "
- 9 Taber, W. W., Hingham House, " "
- 200 Thomas, William, 1092 Ridge ave., " "
- 1 Van Gasken, Frances C., M. D., 1132 Spruce, " "
- 2 Frick, E. P., Front & Wingohecking Newtown, " "
- 3 Scholt, Wm. T., Jr., 424 Walnut, " "
- 4 Wells, Miss A. M., 403 Shady ave., " Pittsburgh
- 5 Wells, Miss T. M., 603 Shady ave., " "
- 6 Cappel, Carl, 1925 North st., S. S., " "
- 7 Langford, Wm., 1314 Reed, S. S., " "
- 8 Hosenkrantz, Rudolf, 90 Walter ave., S. S., " "
- 9 Griewold, H. S., 338 Vine st., " South Bethlehem
- 10 Yarnell, Ellis W., " Swarthmore
- 1 Goodwin, James, " Wayne
- 2 Maguire, Edward L., box 184, " "
- 3 Maguire, Mrs. Edward L., box 184, " "
- 4 Watt, John M., 624 No. 43d, " West Philadelphia
- 5 Small, Ph'lip A., 902 York
- Over 130,000, TEXAS, 3-461,**
- Unattached, " "
- 216 White, F. E., 400 Elm st., " Dallas
- 7 Pegues, P. T., " Longview
- 8 Stritsinger, F. G., Jr., F. & Ring gold st., " "
- Over 130,000, WASHINGTON, 11-425,**
- Unattached, " "
- 218 Bonner, Geo. W., " County
- 20 Bradner, E. A., " Mt. Vernon
- 1 Forno, F. L., " "
- 2 Hannaford, R. G., " "
- 3 Langdon, Rob't J., " "
- 4 McBride, Henry, " "
- 5 McKerracher, Don, " "
- 6 Meekins, John W., " "
- 7 Rich, John A., Montgomery & First
- 8 Orllich, John, " "
- 9 Wells, W. B., " "
- Over 130,000, WEST VIRGINIA, 2-**
- Unattached, " "
- 230 Dunlap, Frank, Hotel Wells, " Stateville
- 1 Henderson, Christopher, " "
- Over 130,000, WISCONSIN, 1-1,051,**
- L. C. C. W. " "
- 232 Hollek, Arthur, " La Crosse
- Unattached, " "
- Over 130,000, FRANCE, 1,**
- Unattached, " "
- 233 *Este, Florence, 28 Avenue de l'observatoire, " Paris
- New League Club,**
- 702 Plymouth County Wheelmen, " Brockton, Mass

Hurrah! for the New York Division.

This demonstration is in honor of the New York Division, L. A. W., the membership of which is the first to reach the 20,000 mark. Everybody join in three cheers and a tiger.



QUERIES AND ANSWERS

BRAKEMAN:— You are quite right in your idea that it pays to be courteous to passengers. You'll be a conductor some day.

No. 114,699:— Your communications are too funny for anything. Send 'em along.

No. 84,791:— The milk of human kindness is so often skimmed that we fully appreciate the "cream of society" when we have a chance to see it.

No. 95,014:— The machine having eight-toothed rear sprocket would be the more satisfactory, even though it was a few ounces heavier. A seven-inch crank gives additional leverage exactly in proportion to its length over that obtained by a six and one-half inch crank. The longer cranks are objectionable, however, to riders whose legs are not long enough to work them to advantage.

No. 125,594:— Reduced hotel rates, when allowed to League members, are operative at all times, and not simply when the member is traveling a wheel. Your article received too late to be seasonable.

No. 100,481:— We would like to know more of the cushion frame to which you refer.

C. W. H. AND OTHERS:— When a wheelmen receives special courtesies at a League hotel or repair shop all he can do is to show his gratitude as best he can. The *L. A. W. BULLETIN* would like to thank all such, but the number is becoming too great.

H. M. J., Chicago:— During the four months, July, August, September and October, 1895, there were 4,277 more applications than during the corresponding period of 1894. During the same four months in this year there were 9,359 more applications than there were in 1895, or more than double.

S. F.:— The cover of the October 16th issue of the *L. A. W. BULLETIN* was printed in royal purple ink—the official color of the League.

IS THIS ONE ON US?

While a small party of cyclists were touring through the western part of the State one fine afternoon in early Fall, they came to a halt in front of an inn kept by an old German. The ride had been an unusually hard one, and the cyclists were somewhat dry and, upon going in, they sat down to a table and ordered—well, something damp. Now, to keep the story straight, we will say that this old

German was noted throughout the neighborhood in a peculiar way, thusly: "he did n't do a thing" (to borrow from the slang editor,) without having some good reason for it; so the boys had their eyes open for anything that they might see or hear to make a little fun out of.

The old man had occasion to call his son, who, by the way, rejoiced in the rather beautiful cognomen of "Bud." Here was a chance the boys had been waiting for, so they were not slow to grasp it.

"Say, John," said one of them, "why do you call your son 'Bud'?" Is it not an odd name for a German?"

"Vell, I tink me, it vas always I haf a reason for vot I do, ain't it?"

"Yes, but what reason could you have for calling your son 'Bud'?"

"Dot vas done to help mine peesness."

"To help your business?"

"Yaw, and also so I could sent him to school."

"Now, look here, John, you are trying to be funny. What effect will that have on your business, and what possible reason could you have for naming your son 'Bud' in order that you could send him to school?"

"Vell," said the old man, as he edged toward the Limburger cheese counter, "dot vill make Budviser."

No. 59,680.

A COMMUNITY whose roads are fixed well is well fixed.

THE recent presidential campaign was made very spirited because both parties went into it with a Will.

EXTREME MEASURES.



I asked her papa for her hand,

And hoped he would favor my suit;

And really I don't understand

Why he, when I asked for her hand,

Not caring how hard I might land,

Should have helped me downstairs with his boot.

I asked her papa for her hand

Then why did he give me his foot.

JOE LINCOLN.

HARTFORD TIRES

Before deciding on next year's tires,
remember that

Hartford Tires are the Original Single-Tubes.

We made them for years, while other makers
worked along a different line.

Hartford Tires are the Best-known Single-Tubes.

When anyone speaks of a single-tube tire you
think of a Hartford at once.

*Use tires with an established reputation;
your wheels will sell easier.*

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCH HOUSES:

100 Chambers St., New York 136 Lake St., Chicago
910 Filbert St., Philadelphia 8 Queen St., E. Toronto, Ont.
281 First Ave., South, Minneapolis, Minn.

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 17-19 Beale St., San Francisco
1789 St. Charles Ave., New Orleans

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which
is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

• • • • •

ELLIOTT CHEMICAL WORKS,

NEWTON, MASS.



There Are Others.

Oh, here is one of the reasons why
The wheelman likes hard roads and dry
He's a very merciful man, of course,
But his sympathy is n't all for the horse.

Do FOR the horse in the matter
of fixing the roads what you
would have the horse do for you.

"MAKERS of bicycle sundries
who don't advertise them in the
A. & C. M. are keeping a lot of us
guessing." No. 113,800.

It all depends, the rate to travel,
On whether the road is mud or gravel.

Don't call bicyclists *impious*
because they handle the forks so
dexterously.

If all the faulty roads were mended
The horses' lives would be extended.

Consolation: In serious bicycle
accidents, the air in the tires gen-
erally escapes.

MUD is a public mistake.

THE NEW YORK
PUBLIC LIBRARY

AND
TOMB.

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN
OF THE LEAGUE OF
AMERICAN
WHEELMEN.

The Road is a
creation of man
and a type of
civilized
society

Vol. XXIV.

Boston, November 20, 1896

Number 21



This road is straight as straight can be,
But it is n't a "first-straight" road, we see.

Subscription, \$1.00 per Year.


Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 69,998.

Without "A Weakest Point."



THE
MYERS
CYCLE CHAIN.

Any link can be detached or attached in a minute without tools. No accident with this chain can compel you to walk. All dealers, or mailed direct.

... PRICE ...

Blued Plain, \$2.50. Blued Polished, \$3.25.

BRIDGEPORT CHAIN CO.
SPALDING BUILDING,
29-33 W. 42d St., New York.
Factory Bridgeport, Conn.



Care of
Chains and Sprockets

Soak chain in kerosene all night; scrub with brush and rinse in kerosene.

That Makes Chain Clean.
Then soak chain an hour or so in lubricating oil; wipe chain with a cloth.

That Lubricates Link Pins of Chain.
Put chain on wheel and apply Dixon's Graphite.

That Lubricates Chain and Sprocket Points.
There are three kinds of Dixon's Cycle Chain Graphite—powder, stick and soft paste in tubes. Each is good, and the soft paste lubricates the link pins as well as sprocket points. If your dealer does not keep them, send 10c. for sample.

JOS. DIXON CRUCIBLE CO.
JERSEY CITY, N. J.



THE OLDEST AMERICAN CLUBS.

EDITOR L. A. W. BULLETIN:

In your issue of November 6th, your correspondent, Mr. Louis Rubenstein, makes the error of referring to the Montreal Bicycle Club as "the oldest club in America." Permit me to correct him.

The "oldest" club is the Boston Bicycle Club, founded Feb. 11, 1878, and still in vigorous existence, with a membership of about one hundred riders, despite its rule that none but riders of at least ten years' standing are eligible for election.

The next was, or is, the Suffolk Bicycle Club (of Boston, Mass.), founded April 13, 1878, which, perhaps, may be considered out of existence today, although if those of its old members who have continued to ride together should choose, I know no reason why they could not resuscitate the organization.

Then came the Bangor (Me.) Bicycle Club, founded Sept. 1, 1878, reorganized some years ago, and still, I believe, flourishing.

The fourth on this roll of fame is the San Fran-

cisco (Cal.) Bicycle Club, founded Nov. 28, 1878; and Fifth, and last, of those who in 1878 pointed the way when only a few of us then had faith that a cycling host would follow, came the Montreal Bicycle Club, which was founded Dec. 2, 1878.

And, if your correspondent will look at it rightly, he will not feel badly that his club should not be seated on the pinnacle of "first," but will rather glory that it is in such good company,—the company of those who in the initial year of organized American cycling (for American cycling *per se* commenced in 1877) had the pluck to LEAD.

And but few of American cyclists today have thought, I fear, of what they owe to the leaders of '78, among whom the Montreal's are so creditably enrolled.

FRANK W. WESTON, No. 106.
BOSTON, MASS., Nov. 10, 1896.

EDITOR L. A. W. BULLETIN:

I was toiling up a steep hill in Quincy, Mass., on my bicycle a few days ago. A heavily-loaded four-horse lumber team was just ahead, going the same direction. Just as I came abreast of the shaft horses the high forward horse suddenly turned his heels toward me and kicked. He struck the forward edge of my front wheel, completely wrecking it and bending the frame, missing my leg by about eighteen inches.

I was fortunately thrown away from the horses and escaped with slight scratches. I afterward

Century Road Club.

THE value of the L. A. W. BULLETIN as an advertising medium has struck me so forcibly that I cannot refrain from telling you my experience. In your issue of October 16th you published a little five-line answer to some correspondent about the Century Road Club of America, giving my name and address as President of the Club.

Since that time letters have been pouring in on me from all over the country, asking for information about the Club, etc. The number of these inquiries, prompted as they are by a mere passing notice, has amazed me, and demonstrate beyond doubt that judicious advertising in your paper must be a first-class, paying investment.

Yours truly,

WM. A. SKINKLE,

President C. R. C.

929 Society for Savings Building, Cleveland, Ohio.

took pains to measure the distance between my wheel rut and that of the wagon, both of which showed plainly; it was five feet two inches. I learned afterward that the horse which was young and green had been run into by a bicycle about a week before and badly frightened.

I write this experience as a warning to bicyclists to give a wide berth to horses in traces.

EAST BRAINTREE.

No. 94,139.

POLITICS AND PUNCTURES.

EDITOR L. A. W. BULLETIN:

The largest bicycle parade ever seen in the city of Binghamton occurred on the Thursday evening preceding election. The line, over a mile in length, consisted of tandems, racers, light roadsters, and "ice wagons." The decorations were profuse and the number of participants exceeded 12,000 wheelmen. Over 40,000 people witnessed the demonstration. No sooner had the parade started than it was discovered that an element was afoot which was sprinkling tacks along the course to be taken by the cyclists. Tacks were found thrust through card board and placed point up on the line of march. Some of the tack throwers followed the parade from point to point, and by making short cuts kept ahead of the wheelmen. Mr. Campbell, of the B. A. A., who was participating in the parade, saw one young man throwing tacks, and promptly knocked him down. The fellow showed fight, and is now wearing two black eyes as

a personal adornment, which were presented to him along with one of the most satisfactory thrashings ever given by the donor. One or two of these persons were discovered, and action will be brought against them. The crime is a misdemeanor, and is punishable by imprisonment in the penitentiary for not to exceed six months. The proprietors of the local repair shops were kept busy for the next day or two mending bicycle tires.

No. 53,029.

SIX DAYS SHALT THOU LABOR.

EDITOR L. A. W. BULLETIN:

In one sense it is well enough, perhaps, to leave the matter of Sunday cycling as you do, practically, to the consciences of the interested parties, but it occurs to me that there is another element that ought to be taken into consideration in this most important matter.

In every community wheelmen and wheelwomen may be divided into two classes: those who are handicapped by being obliged to attend to their daily work in order to obtain the wherewithal necessary to their own and the existence and livelihood of their families, and those who have nearly all their time at their disposal, untrammelled by the galling necessity of earning their daily bread.

It is a curious thing—gained from my observation among the ladies I know—God bless 'em!—that some of them, who belong to the latter class mentioned, are quite positive in their opinions that

No Additional Expense
... FOR THE ...

"CHASE" TRADE MARK
TOUGH-TREAD
TIRE

Practically
Non-Puncturable,
... BUT STILL ...

Light and Resilient.

80- SEND FOR DESCRIPTIVE CIRCULARS FREE.

L. C. CHASE & CO.,
129 Washington Street, Boston, Mass.
338 Broadway, New York City. 192 Van Buren St., Chicago, Ill.

"BUILT LIKE A WATCH"

STERLING QUALITY

A Second-Hand Sterling sells.  A Second-Hand cheap wheel does n't.

"Sterling Quality" is always salable. 

STERLING CYCLE WORKS,
CHICAGO.
New York.  Boston.  Denver.
San Francisco.

it is not "good form" to ride on Sunday, and that so many "hoodlums" ride that day, etc." I number among my acquaintances, also, several wheelwomen who are employed as clerks in the Government Departments at Washington, whose only opportunities for rides at any length and out on the country roads are on Sundays. It seems to me that for one class to lay it down that it is "bad form" and improper to ride Sundays is an unwarrantable reflection on those who have no other days to enjoy the healthful and invigorating exercise.

It might be said that the matter may adjust itself, for instance, in this way,—that those who *can* ride on week days as well as not, might properly refrain from riding Sunday, and that no reflection be cast on those who have no opportunity to ride except on Sunday. But another question still presents or obtrudes itself right here. Suppose—and the case is not wholly hypothetical—that a gentleman, who is a wheelman, and whose daily employment leaves him only Sundays to utilize for wheeling, would enjoy particularly, and with the utmost partiality, a ride with a lady who is not so hampered. The lady would like to ride with the gentleman, too. But the ride doesn't come off, because the lady doesn't think Sunday riding is proper. Is there not something wrong in the economy of things that these two, who want to ride together, should be debarred this mutual pleasure? Must there be such a division among wheelmen that only those belonging to the respective classes may ride together?

You can do most every thing; won't you please fix this matter up in some satisfactory shape? I am one of the unfortunates who have to work week days. No. 93,062.

WASHINGTON, D. C.

EDITOR L. A. W. BULLETIN:

I have noticed that it is the invariable custom to trim the wick as our mothers did long before bicycle lamps were built, and I also notice that they smoke on the least provocation.

This is not the way to trim a lamp. Do not cut the wick straight across, but hollow it out in the centre, and the flame of the wick will not be low at the sides and smoke in the centre, as you will find.

BROOKLYN, E. D.

C. M. SHIPMAN.

A KANSAS CITY member says: "When I started to ride a wheel last year, I had a succulent crop of hair; now my head is a 'dome' of sad thought,—no longer a mere rendezvous for hair. I wish to consult through your columns those that prescribe for all the ills of the wheel and its riders. Is it the 'pace that kills,' or should I lubricate and soak my head in benzine more frequently?"

A sad accident occurred, recently during a ten-mile road race at Jersey City, resulting in the death of Samuel Barnett one of the contestants. The fork of his wheel broke and he was thrown to the ground, fracturing his skull. He died two hours after.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

NOVEMBER 20, 1896.

A PASSING LESSON.

WE DO not know it to be a fact, but we have read it somewhere in the books that the human heart rests nine hours out of every twenty-four. It manages to steal little bits of rest between beats, and thus it is ever refreshed and able to go on performing the work Nature has assigned for it to do.

And therein is a first-rate lesson for most persons who, if they cannot do and have everything on a wholesale, job-lot scale, refuse to do or have it at all.

Some persons are like the human heart, inasmuch as they sprinkle rest and kindness and heart's ease all through their daily tasks. They weave a bright thread of thankful happiness through the web and woof of life's pattern. They are never too busy to say a kind word or to do a gentle deed. They may be compelled to sigh betimes, but amid their sighs are smiles that drive away the cares. They find sunbeams scattered in the trail of every cloud. They gather flowers where others see nothing but weeds. They pluck little sprigs of rest where others find only thorns of distress.

Like the human heart, they make much of the little opportunities presented to them. They rest that they may have strength for others. They gather sunshine with which to dissipate the shadows about them.

The grandest conception of life is to esteem it as an opportunity for making others happy. He who is most true to his higher self is truest to the race. The lamp that shines brightest gives the most light to all about it.

Total number printed this week, . . . 73,000
Sent to paid Subscribers, 69,998
Samples to Advertisers, Exchanges, etc., 3,002

We waste time and strength and opportunities enough, every day, to make a sorry world happy and contented.

Our great neglect of the glittering gold dust of chance makes us poor. The little rests of the heart count. The brief morning or evening ride on the bicycle is a daily joy. Do not wait to make a thousand-mile journey. Ride whenever you can. Make the most of the minutes and the years will become victorious.

BICYCLE INSURANCE.

It was impossible before going to press last week to complete an arrangement for the proper handling of L. A. W. claims against the American Wheelmen's Protective Association of Chicago.

League members having claims against that company may now send them for adjustment to R. C. BASSETT, Room 40, Montauk Block, Chicago, Ill. Please do not send any claim to Mr. Bassett unless you have first tried and failed to get a settlement with the American Wheelmen's Protective Company direct.

In order to save time, please be as explicit as possible in your statements, and comply fully with any requests that are made for additional information, etc. This applies to L. A. W. members only, and it is necessary to sign your League number as well as name to your communication.

THE WAY OF THE TRANSGRESSOR IS HARD.

The courts of Maryland have no mercy for a false pretender. Caldwell, who fleeced L. A. W. members, claiming membership in the League, has been sentenced at Cumberland to the penitentiary for four years. In most cases of this character the victims are slow and unwilling to prosecute, and the offender escapes the punishment he deserves; but the members of the Maryland Division, with a loyalty to the League that is commendable, spared neither time nor expense to make an example in this case, that League members might be protected from imposition and fraudulent representations. State Attorney Pearee ably conducted the case, and the action that has been taken will, no doubt, save many dollars to L. A. W. members.

IS A REVOLVING pneumatic tire a whirlwind?

MONARCHIES, rule with an iron rod; republics too often with one of steel.

IF "TIME is money" should n't it require twenty-five minutes to make a quarter — of an hour?

New Clippers New Clippers

Bicycles

Built for Business.

1897, No. 30

\$50.00 CLIPPERS.

A good "Business Bicycle" at the right price. What is a "right price," anyway? It's a price that just fits the value of the article quoted,—not one iota more price than value. In other words, it's the lowest price that can be named on an article that's truly just as represented, and then guaranteed to be as represented **exactly**. Again, the guarantee must be absolutely dependable. **Ours is.** There you have it.

We'll send "Uncle Sam" around with a '97 catalogue any time after January 1st, if you say so.

MADE BY THE GRAND RAPIDS CYCLE CO. CHAIRS, RAPIDS, MICH.

New Clippers New Clippers

No. 224—Jackson.

Here's a Tip about

LEAGUE TIRES

Mr. Jas. Barton Adams, of Denver, Col., writes us:

"Have used a pair of 'Embossed League Tires' constantly for over two months. Only one puncture, and their 'Never-Slip' qualities are the best of any tire."

... They ...

"Get There and Get Back."

NEW YORK BELTING & PACKING CO. LTD.

MAKERS OF RUBBER GOODS FOR OVER 50 YEARS.

25 Park Place New York.

CHICAGO, 52 La Salle Street.	ST. LOUIS, 210 N. 14th Street.	PHILADELPHIA, 308 Chestnut Street.
SAN FRANCISCO, 509 Market Street.	CINCINNATI, 146 W. 2d Street.	
INDIANAPOLIS, 79 S. Illinois Street.	BOSTON, 24 Summer Street.	TOLEDO, Toledo Rubber Co.

AN INTERESTING COMPARISON.

It is difficult to fully understand the enormous areas of some of our western States by mere figures. We give below an outline of the State of Texas,



drawn to the same scale as are the States over which it is placed. The League membership of Texas is 461, while the aggregate membership of the States covered by it is about 50,325.

Are clinkers grate stuff?

REDUCED BICYCLE TARIFF.

The Pennsylvania Railroad has adopted a new schedule of rates, which makes the price for carrying a wheel the same as the fare for a passenger when the latter is from 10 to 14 cents. When the fare is from 15 cents to \$1.15, the charge for bicycle is 15 cents; when the fare is over \$1.15 to \$1.45, charge for bicycle, twenty cents; over \$1.45 to \$1.80, charge for bicycle, 25 cents; over \$1.80 to \$2.15, charge for bicycle, 30 cents.

The rate for bicycles when transported as baggage on tickets costing more than the above will be in the same proportion.

The minimum charge before was 25 cents, no matter what the cost of the ticket, and it frequently cost the rider more for the transportation of his wheel than for his own ride.

These concessions are the result of interviews between the Pennsylvania Railroad officials and the chief consul and secretary of the Pennsylvania Division, L. A. W.

A NEW ORGANIZATION FOR WHEELMEN

Is being launched in New York City. Its object, as outlined in the prospectus, is to reform the drivers of horse-drawn vehicles. The plan proposed, by which it is sought to bring gentle kindness from within the hardened exterior of the cruel truck driver, is as follows: Any member of the "Wheelmen's Mutual Protective Association," who is run



The Pushing Hurricane overcomes the Pacing Locomotive

MILE IN 58 3-5 SECONDS.

Stanley M. Harrows, mounted on an Andrae wheel, fitted with Palmer Tires, rode a straightaway mile over the Denver course, Thursday, Nov. 5, in 58 3-5 seconds. Harrows and his timers make oath to the correctness of the distance and time.

On the following day Hamilton, Hughes, Irennis and Sager tried for the record, over the same course, and could not do better than 1:51.

The Standard of high grade wheels in 1897 will be best marked by their tires. Palmer Tires mark the high grade wheel.

THE PALMER PNEUMATIC TIRE COMPANY
CHICAGO.

SINGLE-TUBE TIRES

"Dis earth am roun', jes' like a ball.
Hang swingin' in de air"
—Old Darkey melody

Some people want the whole earth, others claim they have it. Most people are satisfied if they can get

Single-Tube Tires

Which are made by only the following-named licensed manufacturers:

The Pope Manufacturing Co.
The Boston Woven Hose & Rubber Co.
The New York Belting & Packing Co., Ltd.
The Revere Rubber Co.
The Diamond Rubber Co.
The New York Tire Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.
The Palmer Pneumatic Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Lead Wire Co.
The Spaulding & Pepper Co.
The Peoria Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.
The Brooklyn Rubber Co.
The North American Rubber Co.

ALL OTHERS
ARE
INFRINGEMENTS

Suits have been brought in every United States Circuit where infringements have occurred.

If further information is desired write to the owner of the Tillinghast patents, Theodore A. Dodge, Equitable Building, Boston, Mass.

SINGLE-TUBE TIRES

over by a team, may (if he isn't killed outright, of course), get the name of the owner of the team (if he can) and send it to the official organ of the new Association, which paper, issued semi-monthly, will print the name of the employer of the offending driver, whereupon the members of the Association who are in the habit of dealing with the said employer, are expected to labor with him to the end that he may reprove the driver for his naughtiness. If "moral suasion" fails to move the heart, it is expected that the employer will discharge him. We can see possibilities in this proposed plan and shall await further developments.

DO YOU WANT INFORMATION?

The "Road Department" of the L. A. W., at this address, has on hand and is glad to send, for a stamp, a copy of any of the following:

MICHIGAN WIDE TIRE LAW.
MASSACHUSETTS ROAD LAW.
OHIO GUIDE-BOARD LAW.
SOMERVILLE TACK ORDINANCE.
MASSACHUSETTS GUIDE-BOARD LAW.
ARMSTRONG BAGGAGE LAW.
MASSACHUSETTS BICYCLE LAW.
CANADIAN TOURISTS' CIRCULAR.
NEW JERSEY LAWS OF INTEREST TO WHEELMEN.
LAWS OF THE ROAD IN MASSACHUSETTS.

When a man gets to thinking that he is better than anybody else it's a pretty sure sign that he is n't.

ROADS AND RELAYS.

No one need wonder what is to be gained by relay "races," so called. They serve to attract public attention to the condition of the public highways, and that is enough to warrant the running of them, even if they did n't promote the additional purpose of advertising somebody's bicycle.

We have received a lengthy account of a relay ride which started from Indianapolis, Ind., and ended at Canton, Ohio. The message carried was addressed to president-elect McKinley, and incidentally expressed the belief that he would be likely to favor the cause of Good Roads.

The more striking features of the ride are found in the following extracts:

"Geo. Rubens rode ten miles over freshly-graveled roads; it was tough riding and he had three hard falls."

"Between Irvington and Cumbs; and the riders were forced to take to the fence corners and ditches in order to pull through."

"Just outside of New Paris they struck a washout, and Wheeler dropped over a ten-foot embankment hurting his shoulder."

"Grady Clary struck about ten miles of fresh gravel, and received several hard falls."

"In the midst of a mile of fresh gravel, Cobler struck an 18-inch log, which threw him."

(No wonder.)

"H. W. Dinges was obliged to wash the mud off his wheel three times in order to keep it going."

"Sherman and Oliver were obliged to travel through the

Highest
Grade

Highest
Price

Toe-Clips have been made in all forms, and in all forms have they been unsatisfactory—a temporary stop-gap until the right pedal could be thought out. Four years ago we struck finality of construction; today we have succeeded in arriving at finality in design.

The RECORD PEDAL is cosmopolitan in its range. It fits them all with glove-like accuracy. It is no longer necessary to fit the rider's feet to the pedal, but the pedal to the peculiarities of the rider. It ensures one position and is always offered to the foot. "You do not have to fish for it."

RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

Popular with all who appreciate
superiority in bicycle construction.

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

mud, carrying their wheels on their shoulders in the midst of a heavy rain."

"The four men who carried the message into Canton were covered from head to foot with Ohio clay, the wheels a mass of mud, themselves thoroughly worn out, yet proud of the honor," etc.

All of which would seem to indicate that a great deal of "fresh gravel" has been put on the Ohio and Indiana roads, but that the job is still incomplete. We understand that the L. A. W. officers of those States have the matter in hand, and results are hoped for.

ELECTRICITY AND THE WHEEL.

Mr. F. F. Howe, of Pittsburg, Pa., in a recent evening cycle parade in that city, had his wheel decorated in a very novel and striking manner.

Mr. Howe, who is an electrician and an enthusiastic member of the L. A. W., had twelve miniature electric lamps fastened to the spokes of his wheel, which revolved while illuminated. The lamps were colored red, white and blue. On the handlebars was a ground glass globe with the words "Crafton, L. A. W.," which was illuminated from within by a ruby lamp. The wheel, also, had an electric search-light of 200 candle power. The current was furnished by a small storage battery. Mr. Howe's wheel has a number of electrical conveniences attached, one being an electric bell under the saddle.

Is THE air in a bicycle tire a stiff breeze?

PARSON HARDSELL OBJECTS.

BY JOE LINCOLN.



BEFORE I begin my discourse, I fain
Would speak of a rumor I've
heard with pain,
Namely, that some of my
flock would stray
So far from the straight and
narrow way
As to think of asking that
congregation
Of so-called, Liberal denomi-
nation,
Whose church was lately de-
stroyed by fire,
(A signal mark of Jehovah's
ire.)
To use our vestry, and begin
To hold their services therein.
I trust, my hearers, that you
will see
How wrong such an act on
our part would be.

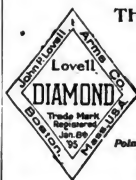
We imperil our souls by this awful deed;
These people have no established creed.
They even doubt, as I've heard them say,
A separation on Judgment Day,
And dispute the eternal punishment.
They can never come here with my consent.

My text, dear brethren, today will be
"And the greatest of these is charity."

A PUNCTURE is one of the ills a pneumatic tire is
"air" to.

..LOVELL "DIAMOND" BICYCLE..

TRADE MARK



THE WHEEL
OF THE
YEAR 1897

Will be ready soon.

Points about our '97 Model:
Fewest parts possible.
Simple in construction.
Durability throughout.

OUR MOTTO: Sell one—sell another.

John P. Lovell Arms Co.

MANUFACTURERS,

BOSTON MASS.

If our wheels are not represented in your locality, write us for terms and particulars for 1897.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

65 OUT OF EVERY 100
WHEELS BUILT IN '96 HAVE THE
MORGAN & WRIGHT
QUICK-REPAIR TIRE
ASK EXPERIENCED REPAIRMEN
WHICH TIRES THEY LIKE BEST

MORGAN & WRIGHT
CHICAGO

QUICK RETURNS, NO. 2.

EDITOR L. A. W. BULLETIN:

Referring to "Quick Returns," in yours of the 16th of October, here is another.

Chas. Drown, Jr., was published Oct. 2d, from New Orleans, No. 132,125, at 2 P. M. Oct. 2d, the same day, he was run over, wheel damaged and pants torn; reported to C. C. Hodgson at 4 P. M.; case taken up by League Attorney Dowers on Monday, 5th; suit for \$25 damages; on 9th, one week after, compromised for \$15, accepted and money paid on the 10th, eight days afterwards. Fifteen years' dues recovered within eight days after becoming a member. Next!

THE Hudson (N. Y.) Bicycle Club claims that that city has achieved the distinction of being the first whose L. A. W. membership is equal to one per cent. of the population. The population of Hudson is 9,633, and the membership, as shown by our list, is 96, which seems to nearly substantiate their claim.

A MEMBER of the Conshohocken Wheelmen sends us the following: "Upon the clubs arrival at the Reading Terminal in Philadelphia, five minutes before train time, the members were informed by the brakeman that there was no baggage-car on the train and none in the train shed. The station master, however, dispatched a shifting engine for a full express car, which was placed at the disposal of the wheelmen. Needless to say the club is loud in

its praise of the Reading R. R., and will favor it with its patronage."


The picture published herewith shows one of the many Good Roads in Utah. The highway, as here represented, is one hundred and fifty feet wide and three miles long. It is a favorite with wheelmen in general, and, especially so, with the members of the




Social Wheel Club, of Salt Lake City, whose secretary, J. W. Langley, photographed the view herewith reproduced.

RECRUITING L.A.W. AMMUNITION

A Chest Protector for Horses.

Made of cotton duck, wool lined, and used as a protection against wind and cold. The horse has always wanted Good Roads, and now the L. A. W. enables him to say so.  The L. A. W. will pay the freight on any quantity you order. **20 cents each.**

If any considerable demand is made for them, we will get out some "Rule of the Road" aprons, such as were illustrated in the BULLETIN of Oct. 30th.

 We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cts. per book.**

A New Good Roads Pin.




The illustration printed herewith shows the size, general style and outlines of our new Good Roads pin, which has been designed to supercede the ones heretofore sent out. The League emblem of red and orange, on a background of white, is surrounded by a broad band of royal purple. If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each, plus five cents for packing and postage; over twenty and less than one hundred, one cent each, plus ten cents; one hundred and over, one cent each, and we pay the freight.

Good Roads Shields.



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L.A.W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **gold or silver plate, 30 cents.**

 An entirely new ticket holder, transparent on both sides, **10 cents.**

— ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS. —

OWED TO MEMORY.

NIXON WATERMAN.

Oh, Memory! It pleases me
To have you bring, once more,
The pleasant scenes I loved to see
In happy days of yore.
But when you heartlessly review
The things I much regret,
Oh, then I'd say, "Farewell to you,
'T is better to forget!"

If you would carefully select
My deeds of gold — alas,
They are so few! — and not reflect
Upon the ones of brass,
You then would fill with quiet glee
A heart that now is sore,
For all in all, Oh Memory!
I think you are a bore.

THE BICYCLE AND SCIATICA.

EDITOR L. A. W. BULLETIN:

Shortly after owning and riding the first "safety" that came to Wyoming, I had a stiff dose of sciatica. Family doctors and others blamed wheel. Before I could fairly walk took wheel, cocked up game leg and rode "single foot"; had a relapse; tried again, — this time made it win. Two years later had another dose; used same tactics; again a winner. Since then I have been free, although rheumatism runs in blood. I use wheel constantly in business, and take trips whenever I get a chance; make good mileage. I know the wheel does not cause sciatica

in my case, and I know it is a preventive. Get a good saddle, ride regularly, and the blessed wheel will drive out rheumatism and lots of other ills, — all arguments to the contrary notwithstanding. My age is 41 years.

LARAMIE, WYOMING.

W. B. SUTPHIN,
No. 19,372.

EDITOR L. A. W. BULLETIN:

I first suffered from sciatica at a time when I was on my wheel more constantly than ever before, though never riding to excess. There is a tendency toward rheumatism in my family, yet I have always thought that but for cycling I might have escaped the affliction.

In defense of this opinion, I can state with truth that I suffered only during the weeks when I was using my wheel. Early last summer I ceased riding, and I have not had a twinge since.

CHICAGO.

No. 18,627

EDITOR L. A. W. BULLETIN:

From the correspondence up to date, I take it that the proper way to cure a pain in the knee is to raise the saddle "to the limit," then lower it three-quarters of an inch; rub the knee well with turpentine, arnica, ammonia, St. Jacob's oil, Spunk water and goo goo; then raise the saddle four inches above the limit and stop riding altogether.

Why not have a glazier remove the pain?

Worriedly yours,

JOHN L. MISNER, No. 969.

PEORIA, ILL., Nov. 11, 1896.

TWO CYCLE ORGANIZATIONS

National Board of Trade of Cycle Manufacturers.

271 Broadway, New York. Telephone No. 4117 Cortlandt.

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THE COLFER, BOSTON, MASS.

EDITOR L. A. W. BULLETIN :

I had an attack of sciatica rheumatism in Fall of '91, and would have attacks regularly every sixty days until the Fall of '92, when I was advised to ride a bicycle, which I did. Like my friend, I take rides both short and long, and have had no trouble since. Doctor's bills saved have paid for my bicycle.

L. W. A., No. 66, 187.

A CASE OF UNNECESSARY ALARM.

EDITOR L. A. W. BULLETIN

Dir sir I see an article that is to come up at the meeting at Albany of L. A. W., in the Bulletin Nov 6 as I am interested in that subject as I ride once and a while my self on Sunday. Now if I should ask my Cycle Brother to point me to were I am forbidden to ride my bike on Sunday why of course you would say that the Bible says we should not ride on Sunday but if I should ask were does it say so, I want to ask the question if some of the Brother Cyclers that is in favor of Sunday sacredness were does the Bible say that it is a sin to ride on Sunday if it does not say so than it is no sin, now for the benifit of those that will meet at Albany please search the word of God for the truth of it before you vote on such a thing, In St John 5:39 it says Search the scriptures for in them ye think ye have eternal life and they are they which testify of me, I will give you a few things to think of between this and the Albany meeting now the word Sunday is

not in the Bible and why, because it is a heathen institution and came from the sun worshippers now the word Sabbath is in the Bible but Sabbath does not mean Sunday Sunday is the first day of the week and Sabbath is the Seventh day, God says to remember the Sabbath day to keep it holly wich is not Sunday Ex 20:8-11. The constitution of the U. S. says let every man worship God according to the dictates of his conscience so my Cycle Brother dont vote for to stop riding on the first day of the week wich is Sunday and not Sabbath

I remain your Brother * * * *

Oh, a blighting curse on that country town
Where, after I'd tried to sup,
"Twixt cold, damp sheets I laid me down,—
For those sheets they laid me up.
And oh, a curse, still more complete,
On that country doctor, old,
Who said, as I tossed in feverish heal,
That he thought I had a "cold."

A FIFTEEN-YEAR-OLD girl, in a small town of western New York, stole her schoolmate's bicycle, and although she continued to ride it about the town, she was not apprehended for several days, till she took the wheel to a shop for repairs, notwithstanding the fact that a description of the wheel had been telegraphed and posted in all the towns for fifty miles about.

A CHICAGO girl has a miniature watch set in the heel of her shoe so she can get everywhere on time.

ON THE TRAINING TABLE Evans' Ale and Stout

are preferred
because:

they are absolutely pure, and, unlike other bottled Ale and Stout, contain no dead yeast cells (commonly known as sediment), so irritating to sensitive stomachs.



BUY NO INCUBATOR and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you ours on trial, not a cent until tried, and a child can run it with the first of its operation a day. We won First Prize World's Fair and we will win you for a steady customer if you will only say ours on trial. Our large catalogue will cost you five cents, and give you \$100 worth of practical information on poultry and incubators and the money there is in the business. Plans for Brooders, Incubators, etc. \$5.00. Send us the names of three persons interested in poultry and \$5.00, and we will send you "The Bicycle; its Care and Repair," a book of 150 subjects and 80 illustrations, worth \$5.00 to any bicycle rider. Von Follen Incubator Co., Box 559, Delaware City, Del.

"WHO CAN TELL?"

EDITOR L. A. W. BULLETIN:

Permit me not "an expert" to suggest, in the purchase of a bicycle "for a lady to ride," that due regard should be had for the personal characteristics of the lady. If she is "a real nice, little woman," not self-assertive, but inclined to be timid, don't you think she would look and do better on a drop frame?

On the other hand, if she is fearless, both of danger and "what they say," she will appear well and get more enjoyment on a diamond frame,—and there is no sensible reason why she should n't.

As for mechanical reasons, the diamond frame is acknowledged as stronger, and it is usually a trifle less heavy.

What more can be said? N. J. MEMBER.

THE Good Roads Association of Brooklyn makes a standing offer of \$100 for the arrest and conviction of any tack thrower. This is the largest reward yet offered, and may lead to good results. At a recent meeting of the Executive Committee of that popular organization the tire destroyer was severely dealt with, and the offer was made by a unanimous vote.

Oh, many a man would like to ape
The football, traveling on its shape.

THE FLETCHER

Hickory Handle Bar.

The only wood handle bar to be relied upon. Stronger than metal. Tough as rubber. Absorbs vibration.

Prevents fatigue.

Be sure that you get the "Fletcher"

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2 Call and Examine ... or ... Send for Catalogue. 2

WIND vs. WEIGHT.

An Oakland, Cal., correspondent writes us in answer to the question regarding the 180 and 120 pound riders and their endurance, that if the riders were exactly equal in every particular, grit, digestion, lung power, weight and gear of wheel, etc., that the 180-pound man would give out first. But if the latter had strength in proportion to his weight, and in the same ratio as his friend, it would be a tie. Of course, if the 180-pound man's strength was still more increased, he would win. It is a question of strength, entirely.

E. C. BOURNE, Sandwich, Mass., has his heart in the right place. His store is the local headquarters of the L. A. W. representative. In a note he says: "I wish to impress it upon the minds of League members that all the comforts of League membership will be found here, including cordial good fellowship and reliable information concerning routes on the Cape. All wheelmen to and from this healthful summer resort are obliged to pass my store, and I shall esteem it a pleasure to assist in entertaining them while they may be resting on their journey. During the season of '97, I shall have a register open to every one, wherein their names may be inscribed, together with their L. A. W. number, or any other matter they may desire to chronicle. A letter-box will also be placed in a conspicuous place, where messages may be left for friends following after, if

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and Canvasers Wanted. Write us.**LADIES' BICYCLE ... CHEAP FOR CASH ...**

Or, will Exchange for anything I can use.

It is a brand new '96 Warwick, with all the latest improvements; it has never been taken out of the original crate. What will you give for it?

Address,

"WARWICK," Bulletin Office.

a change of route should be found desirable. I wish all wheelmen to forget that this is a store, and look only at that part of my sign which portrays the hospitality of the League of American Wheelmen, for which I shall continue to strive."

EDITOR L. A. W. BULLETIN:

Monmouth township, Warren Co., Ill., has just completed 3,000 feet of brick pavement, the first hard country road ever put down in the United States. The road is a single course of brick seven feet wide, laid on a bed of six inches of sand. On each side is crushed stone on a flat rock bottom, making it wide enough for two teams to pass without either getting off. The cost will be less than \$5,000 a mile. It will be paid for by a 3-mill five year tax.

On each side of the hard road is a dirt road, which has been scraped smooth and put in excellent shape for perfect drainage.

We have about five miles of first class brick pavement in our city limits, and in the township we have three miles of good crushed stone road running in one direction from town, and two miles in another, and with the new brick pavement in another direction you can see that we are in favor of good roads.

MONMOUTH, ILL.

No. 113,048.

Old folks say Old Nick 's awaltin'

Every devotee of vice,

But the young one's say that Satan

Doesn't really cut much ice.

It runs like a belt

**The Pitch Line Chain.**

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It's something
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This cut shows the design of the decalcomania which several thousand members have already put on their wheels. Designed in six colors, besides gold and silver, it makes an extremely artistic decoration, and should be given a place on the frame of every wheel belonging to an L. A. W. member. Full directions for transferring accompany each one. A single decalcomania, by mail, four cents; any additional number, two cents each.

Address, L. A. W. Road Department, 12 Pearl St., Boston, Mass.

A HERO OF TODAY.

NIXON WATERMAN.

Each age has its heroes whos' names
are engraved

On the adamant tablets of time;

The chiefs who have bested their fel-
lows and paved

Their way to a purpose sublime.

With pen or with sword they have fash-
ioned a name

Posterity holds as a boon,

But I have achieved as enduring a
fame

And carved it all out with a spoon.

And so while my sires in bout and in
fray

Won names that can never be hid,

I go to more afternoon teas in a day

Than ever my grandfathers did.

**MICHIGAN ROAD BOOK.**

We have received a copy of the '96 Road Book published by the Michigan Division. The book contains over two hundred routes, with sectioned maps, is bound in leather, and is sent free to every member of the Michigan Division. Price to non-members, \$1.00.

The rich, who won't some purpose shape

The poor man's lot to soften,

Should seek to have a fire escape

And a fan put in their coffin.

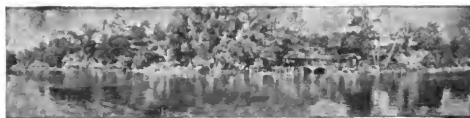
WILL YOU COME?



If you do you will never regret it!

COLUMBUS, O., desires the L. A. W. Meet of 1897.

Look at the map and observe its central position; observe, also, its fourteen lines of railway. The hotel accommodations are ample, and reduced rates will be secured. Columbus has 160 miles of well-paved streets. The fastest one-mile track in the country is at the disposal of the League. A special eight-lap cyclers' track is being built, and every citizen is interested in the effort that is being made to bring the wheelmen of the country to our city.



ON THE BEAUTIFUL OLENTANGY.

At our beautiful suburban parks special entertainment will be provided for the guests of the city. In addition to the one-mile track, above mentioned, there is a free public park — a splendid track for cyclers' use.

If the League of American Wheelmen decides to hold the Meet of '97 in the city of Columbus, the citizens will make of it the happiest social event within the history of the League.

Come to Columbus as the guests of its
10,000 cyclers and the . . .

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STOLEN. On evening of November 6, from West Shore freight house, Clyde, N. Y., 1896 model, "Road King" bicycle, No. K, 9267; both pedals badly worn or broken; name-plate loose; Gillson saddle; M & W. tires; head-bolt replaced by a common bolt; patch on outside front tire. Notify A. B. BISHOP, Clyde, N. Y.

STOLEN. "Ide" bicycle, No. 8257; 26-inch frame; 73½ gear; nickel-plated; curved cranks; round forks; drop handle-bars; Sager saddle; Morse chain; Hartford tires and Brandenburg pedals. Notify FRANK M. NICHOLS, 7 West 42d street, New York City.

STOLEN. From my store, Sunday night, 8th inst., two "Owen" (men's) bicycles: No. 44, 22-inch frame, and No. 91, 24-inch frame. The wheels can readily be identified by the nickel back-stays and the peculiar chain adjustment and oiling device. Notify HARRY B. REID, 8 Park Place, New York city.

STOLEN. On Oct. 14th or 15th, a "Spalding" bicycle; No. 50,101; diamond frame; 1896 pattern; 28-inch wheels; Palmer tires; two-plugged punctures close together in rear tire; up-turned bars; rubber-faced pedals; brake. Notify JOHN L. UTHY, 493 9th street, Brooklyn, N. Y.

Mr. C. K. WILLARD, of Mankato, Minn., sends us his method of cleaning a bicycle chain. First, clean chain thoroughly in kerosene, gasoline, benzine, or naphtha. Take two pounds of tallow, or half a cup of fine lubricating graphite, and if in winter, a little light lubricating oil. Heat the above in a basin on the stove, and when hot put in your chain, stirring and moving the chain. Just before the mixture thickens, remove the chain and rub it clean before putting on wheel. A chain so cleaned is good for from 250 to 400 miles of riding.

EDITOR L. A. W. BULLETIN:

Regarding the advisability of riding hard or soft tires, it all depends on circumstances. When I travel on New Jersey gravel roads, I pump them as hard as I can get them, as on such roads hard tires run twenty per cent. easier than slack ones. While crossing the river for Philadelphia, I always deflate for riding over Belgian blocks, because slack tires over rough stone run twenty per cent. easier than hard ones. On asphalt, the harder the better; while on sand, the greatest deflation possible with the safety of the tire will enable one to roll over the road where it would be impossible with a hard tire.

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Road Rights and Liabilities of Wheelmen

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Treats fully the rights of wheelmen for their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities and towns, for injuries to wheels and wheelmen. The liability of wheelmen for injuries to others. This book cites about 350 cases, and is a carefully-written law book. One volume, pocket size. Price, paper, 50c; cloth, 75c; sent postpaid on receipt of price.

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New Roads and Road Laws

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12 Pearl Street - - - Boston, Mass.

Ⓢ Sent by mail on receipt of \$1.00.

THE TOP SHELF.

NIXON WATERMAN.

When I was just a little tyke,
My love for cake and jelly
And jam and cookies and the like
Was more than I can tell.
And mother, bless her gracious heart
Knew how it was herself,
And so she hid each toothsome tart
Upon the highest shelf.

"T is said that men are 'boys grown tall,'
But I'm not tall enough;
No more than when I was so small,
To reach the sweetest stuff.
And 'mid life's store of gifts, I learn,
When I would help myself,
The richest joys for which I yearn
Are on the highest shelf."

MR. GEO. F. POOLEY, of Havre de Grace, Md., had a fine tandem bicycle stolen from the street in front of his hotel last month. It was recovered by a Mr. Watts, who followed the thief until the latter, seeing he was pursued, left the tandem and rode away on his own wheel. Mr. Watts and another gentleman mounted the tandem and soon captured him. The thief proved to be a sixteen year-old boy, named John Keinberger.

"Camera Fiends"

A Perplexed Beginner.

EDITOR L. A. W. BULLETIN :

The announcement in the BULLETIN that space will be devoted to the "Camera Fiends" of the cycling fraternity, gratifies one greatly, and will, no doubt, prove of equal interest to many others. Like all beginners in the art photographic, the writer is in that stage of discouragement, when it is almost a toss-up whether to abandon the camera altogether or to stick to it until success is wrested from it in spite of repeated failures. Hence your



"Turn Point."

A good road near Marietta, O. Photographed by J. C. Brennan.

notice gives me hope and courage, and I'll try, try again.

What is the best 4 x 5 camera for a day's outing on the wheel? Roll films are too troublesome in

developing, etc. Cut films (4 x 5) are better. Glass plates are best, apart from the danger of being broken. A folding camera takes too much manipulation preparatory to work, and the tripod



"Nebber was born; jes' grewed."

Photograph by J. C. Brennan, Marietta, Ohio.

is an encumbrance very much to be felt all day, after opening it, setting it up and then lugging it with camera attached from point to point. It seems to me that the necessities of the case demand a boxed-in, self-contained lens, etc., with a good large, square "finder," optically true as to focus scale; a magazine of not less than 12 plates or cut films; a good lens as light and as small a box and carrier and strap as are compatible with safety, and last, but by no means least, the price of such an instrument should not be prohibitive. There should be no plate holders; they will get stuck in the spring actuated back of your camera; they are very apt to get "light struck." It is a nuisance to replace the slides and to put them in or pull them out when a magazine camera obviates all that bother. With all of these advantages, it requires "a man with a head on him," and of infinite patience and artistic temperament, to make good pictures. Shall I ever get there?

"HYPO."

FARM-YARD pictures ought to be a success. A hen is good at a long "sitting."

ROAD BOOKS AND ROAD MAPS.



THE subject of Road Books and Road Maps attracts my attention and interest, because it seems to me that, next to the question of roads themselves, that of guides, and maps is as important a one as can come before the League. Certainly it is one of vital interest to those (whose number is increasing steadily) who make the bicycle a means of travel for pleasure. I, therefore, venture to offer the following suggestions:

In the first place, I agree with a recent writer in the BULLETIN, that maps are a far better guide than road or route books can possibly be. The average road book is good for only one direction, as many a rider has doubtless ascertained for himself this summer. I did some touring myself this season, through three States whose official road books were constructed on pretty nearly the same principle. I found that I was generally traveling backwards on the routes laid down. I got over the difficulty, partially, by making little skeleton maps with the printed route as a guide, but even then I got no idea of compass courses. A good road map would have solved all my difficulties.

Now I would suggest that the road maps of all States should be constructed on a standard principle, to be officially recognized by the League of American Wheelmen, and that these maps should correspond in scale and in certain conventional signs which should mark the character of the roads. For these signs I think colors would be best suited. The maps should be made in sections of suitable dimensions, each section bound in separate covers convenient for the pocket. A general map of the whole State, divided by lines to show the sections, would be a general index to the latter, enabling the tourist to select the maps required for a particular journey. Upon the face of the map, the roads themselves, marked in the appropriate colors to show their character, would appear with great distinctness. In addition to the roads, I would mark on the map only such objects as were visible from the roads, or such as served as landmarks. Rivers, bridges, railway crossings, traction railways, telegraphs and prominent buildings by the roadside should appear, and be appropriately marked. The maps should also include contour lines, which would indicate grades. Further information of interest to the tourist might be printed in another volume, which would bear the same relation to the map that the navigator's sailing directions bear to his chart.

I think the construction of the maps would be comparatively easy, in most States, from data already gathered. But if it became necessary to make the

map from the ground up, the bicycle itself — fitted with a cyclometer, and used in connection with a pocket compass — would be an admirable instrument for making running surveys.

The maps would improve in accuracy, from year to year, as new information would be gathered from those who used them.

Many points of detail could be brought out and many valuable suggestions obtained by a general discussion of this plan. The main point is to secure a uniform and adequate system of guides in all States, stamped with the official authorization of the League of American Wheelmen, in the place of the haphazard system of road books now in use. Maps constructed as I have suggested would be available for military purposes, and in their construction the League would, or might, be rendering a most important public service.

C. H. DAVIS, No. 122,512.

WASHINGTON, D. C.

UNIFORM ROAD MAPS PROPOSED.

As this is the season when new road books and maps are being prepared, it is the proper time to discuss this question. The L. A. W. has done excellent work in this direction, but there is room for much improvement. One of the improvements is to adopt a uniform system of indicating roads on maps so that it will not be necessary for a rider to study the system adopted by each State into which his trips may lead him. The other is, in the opinion of the writer, to give more attention to maps rather than to routes or trips in road books, limiting the latter more to the longer through trips. As many wheelmen meander over the country in their endeavor to avoid the monotony of a few well-known roads, and in search of new country, a map is the only satisfactory guide, as a book of "Routes" to cover all possible trips would be too cumbersome to be useful.

The ideal system of maps is one in which the grades, surfaces, material and condition of the roads are indicated by a simple uniform system. With the hope that the subject will be freely discussed and that a uniform system be adopted, the writer desires to suggest a complete system, which, after trying many modifications, he believes to be as simple as it is possible to make it, while it also adapts itself to colored or black maps or to sketches. Briefly, this system is as follows:

Indicate a "fine" (or good) surface with a full line (————) drawn over the road; a "fair" surface with a broken line

(—————)

and a "bad" (or poor) surface with a dotted line (.....)

If it is desired to indicate five classes of surfaces instead of three, as in some road books, then combine first two (————) for "good" (as distinguished from fine) and the second two (— · — · — ·) for "poor" (as distinguished from bad) roads. The terms ride-

able and unrideable should be abandoned, both for surfaces and for hills, as they introduce too much of a personal element.

This is for surface only. To indicate the *material* of the road, only two general classes are necessary: first, — hard, stone, or winter roads which are not affected appreciably by rain or a thaw, such as all paved streets and roads, including pikes and macadam roads; second, — soft, dirt, or summer roads, which generally change very decidedly with the weather and season, being, as a rule, very soft and poor after a rain or thaw. The first includes asphalt, brick, Belgian blocks, cobbles, pike and macadam (or Telford); the second, clay, shale, gravel, sand, and, in general, the dirt from the soil. Indicate the first class (stone roads) by red lines (full, broken or dotted, as described above) and the second (dirt roads) by blue lines. Unreported roads are left uncolored. If the maps cannot be printed in colors, or with only one color besides black, then use thick lines for the first and thin lines for the second class, being careful to make a decided distinction in the thickness.

There remains only to indicate the grades. This may be safely limited to indicating important hills and their direction, for if a hill is not an important one, it is not worth while burdening a map with its indication. This can be done with arrows (omitting the tails) next to the roads, using long arrows for gradual grades and short ones for steep grades, the arrows always pointing down hill (the way the water or the wheel would naturally go); the arrows should, if possible, be placed alongside of the road just where the hill is, using as many arrows in succession as may be necessary to indicate the length of the hill. Thus a very long, gradual hill would be shown by perhaps two or three long arrows (depending on the scale of the map) and a very steep hill by a succession of a large number of short arrows.

Side-paths or cycle-paths along a road may be indicated by a line (on the above system) parallel with the road, or on small scale maps, by ignoring the condition of the road itself and indicating only that of the side-path, which is really all that the wheelman is interested in.

After trying a number of systems, it was found that this was the most satisfactory, as it combines simplicity with completeness and is easily remembered, being almost self-explanatory. A double line in place of a thick one, and a single one in place of a thin one, might be used on maps in black only, or with only one other color, but this is not adapted to side-paths unless the road in that case is ignored, indicating only the condition of the side-paths. On maps in black only the unreported roads cannot be indicated as such, unless three thicknesses of lines are used, or else by indicating such unknown roads as poor ones by using dots; neither would be quite satisfactory.

The following are a few examples of this system:

— — — — —
(red or thick) fine, hard, macadam, pike or paved,

with a steep up hill (going to the right) on which the surface is bad.

— — — — —
(blue or thin) fair, summer or dirt road (avoid after rain or thaw), long gradual down hill followed by a short steep up grade.

— — — — —
bad, but level dirt road with some fine macadam, with fair, dirt side-path along bad portions.

It is hoped that this system will be thoroughly discussed in your columns.

Yours truly, C. H., No. 1,844.

YES, INDEEDY.

When you observe some mortal teaching a girl to ride — the aforesaid mortal perspiring, puffing and wearing on his face a look which mutely indicates a wish for immortality — do you not think of the time you were there yourself? It reminds me of the chorus of the song, "We've All Been There Before, Many a Time," altered to suit the occasion, something like this: —

We've all been there before, many a time, many a time,
We've all been there before, many a time;
A-teaching the girl we like,
By holding her on a bike,
And chasing her down the pike,
Many a time, many a time.

J. H. D.

REFERRING to the influence the Saturday half-holiday has on bicycling, and hence indirectly on the advancement of the Good Roads cause, a member writes: — "Even after the summer months are past many business places keep open all or part of every Saturday. All who own wheels want time to ride them, and those that have not got them will not get them if they do not have time to use them. The poor clerk who sits on a stool in the office all day, in a close room, doing pretty much the same thing every day, becomes very much like a machine. What a blessing it would be to have one-half day in each week to be out in fresh air, — life would be much sweeter, and youth much longer."



C. EDWARD WOOD, who has for two years written the advertising for the Syracuse Cycle Co., has resigned his position with that company, and would like to form another business connection. He is a worker, and has high references.

AN IMPORTANT announcement has just been made which will have much to do with the bicycle trade of next year. It comes from the Pope Mfg. Co., and is to the effect that the price for "Columbias" will be \$100.00, as at present. Some interesting improvements are promised.



ROADS MUST BE ROADS.

There appears to be a growing impression to the effect that a road is a place of passage from one point to another, and that if it is anything short of that, the ones accountable for its condition may be held responsible for the trouble that may be occasioned by its faultiness.

Passengers injured in a railroad accident, occasioned by a defective roadbed or an imperfect rail, are very sure to sue for damages and to recover liberally.

Anyone injured by a defective sidewalk can usually make a town or an individual pay smartly for it.

The spirit of the law seems to be that a railroad must be a railroad and in a condition to properly carry on its work in a business-like manner.

A sidewalk must be kept in a safe condition for people to walk over it.

Now, what about a road over which persons in vehicles must travel? Must it be a real road? Oh, no! Most any old thing will answer. It differs from a sidewalk and a railroad. They have to be what they pretend to be, but a wagon road may be simply a streak of mud or stones or anything else. No one appears to be responsible for the condition of the public road. It is supposed to just run wild and look out for itself. If any one is injured or his vehicle is broken, it is the result of his own folly in presuming to use a road for traveling purposes.

But the times change and we are changed with them. Folks are beginning to apply the same rules to county governments they do to city governments and private corporations. Accidents on public roads and bridges caused by defective conditions of the same have to be paid for by the county. It is just.

Good Roads are cheapest in the long run. The reign of King Mud should be cut short.

ADVANTAGES OF GOOD ROADS.

The total issue of bonds in Queens county within the past three years, and before the present improvements were provided for, for roads and bridges on account of the county and towns, amounted to over \$1,500,000. Of this sum, about one-half are county bonds and the balance are bonds issued by the various towns.

The interest on these bonds is in the neighborhood of \$10,000 a year. The question is, has it been a good investment for the tax-payers? A large real estate owner at Lynbrook says, "I voted for the macadamized roads in our town and they have proven a fine investment. It was done most opportunely, just as the bicycle came into general use, and the Merrick road has become a famous route in consequence. In the first place, it has led to the investment of perhaps \$100,000 in the county for road houses, improvements to old hotels, etc., and the best of it is all these investments have proven profitable, and there is every prospect of the investment of as much more next year, in club and road houses to accommodate wheelmen. Then wheelmen spend an immense amount of money in the town—some say as much as \$10,000 in one day, during the height of the season. The macadamized roads have also encouraged carriage riding, and made the town and country vastly more attractive in all respects."

Captain Abrams, an oyster dealer at East Rockaway, says "that one of the results of the macadamized roads is the carting of large quantities of oysters direct to the city. When we have packed our oysters in sacks or barrels, taken them to the depot and paid the freight or expressage upon them, there is very little profit; but when we put them into our wagons and cart them direct to our customers we can make a little money at the business."

The farmers at Valley Stream and Springfield say the macadamized roads have extended the market garden region several miles further from the city, and have vastly helped the business. "We can," said one, "increase the size of our load nearly one-third, and at the same time save considerable time in the round trip to and from the city." It is officially reported that nearly sixty thousand market-wagon loads of vegetables were brought to Wallabout market alone last year. This will give some idea of the saving in time and horseflesh to the farmers of Queens county.

Along the north side of the island, one of the indirect results of the good roads has been the abandonment of the market-wagon train, which formerly ran between Oyster Bay and way stations to the city. The wagon and horses were taken on the train, the charge for the round trip being \$4. An average train carried from twenty-five to thirty wagons, holding about three tons each. Now the teams are driven direct to the city, returning with a load of manure. At a recent meeting of the Farmers' Club, the matter was informally discussed in connection with the freight rates of the Long Island Railroad. It was the opinion of the farmers present that, until market produce could be carried by trolley cars and manure returned in the same way, the best way to market produce and get fertilizers was by hauling with horses, and this necessitates good macadamized or loamed roads. — *Brooklyn Eagle*.

Shut your mouth and open your eyes.
And you're sure to learn something to make you wise.



EVERYBODY WANTS GOOD ROADS.

The Good Roads movement away back in the beginning of the agitation was something akin to a real joke. Just because a few bicyclers wished smoother highways whereon to indulge their newfound hobby of wheeling, it seemed absurd that they should ask to have the highways of the land improved.

For a time the movement did n't move worth a cent. People looked upon bicycling as a passing fad or craze, and they considered the Good Roads movement a companion-piece to it.

But the bicycle "fad" does n't pass away. It seems to be here "for keeps," and so the demand for good roads on the part of wheelmen is a fixed and lasting one; but beyond this is a stronger, broader demand for improved highways. A road that is good for the bicycle is good for all people, and were the bicycle to pass away, the lesson it has taught would remain in the minds of thinking people. Good Roads are a logical, happy necessity for all—not a luxury for the few.

ABOUT GOOD ROADS.

"Constant dropping wears away stones," and it is only by constant reminders by the Press that the public mind can be brought to the sensible conclusion that good roads are among America's essentials. They are not merely wheelmen's wants, but wants demanded by the comfort and convenience of everybody. It does not by any means follow that because a man has not a team of his own, or does not ride a wheel, that he has not a direct personal interest in the improvement of roads. European countries have long recognized their merits, and for centuries in some portions have enjoyed their benefits. We, in America, have only begun to appreciate, and mainly in the immediate vicinity of large cities, their great importance.

The importance of the subject demands a much wider-spread feeling of interest. While the area of the United States is too immense and the population too sparse to hope for many years to come, for a general Good Roads system, yet great progress can be made in sections of the country where farmers are prosperous, and where they have occasion to use roads to a considerable extent in order to get

the products of their farms to railroad stations for shipment to large cities and towns. Were it possible to estimate the dollar and cent extra cost for repairs to wagons and carriages, the wear and tear of horse, mule and ox flesh over wretched roads, and the delays caused in winter by their impassability, the aggregate would be startling, and would, we feel assured, aggregate a sum far in excess of what would be needed to provide good roads and keep them in good condition. And if, to the economy referred to, be added the increased value of property, and last, but not least, the comfort of farmers and their families, there would be overwhelming argument in favor of immediate action. The work is a stupendous one, when viewed as a whole, but a beginning once made and the advantages clearly demonstrated, there would be steady improvement. —West Chester (Pa.) *Republican*.

THE VALUE OF GOOD ROADS.

Cultivating ten acres, eight miles from the station, I buy two tons of fertilizer for \$70. This quantity makes eight loads for one horse, and six hours are required for a trip. The time of myself and horse is worth 60 cents per load. I make 500 crates of vegetables, which require seventy-one trips to get them to the station, at a cost of \$42.60. On hard roads I could haul my \$70 worth of fertilizer in four trips of four hours each, at a cost of \$1.60. I could haul my 500 crates of vegetables in thirty-five trips of four hours each, at a cost of \$14.00. On the sand roads one horse is required seventy-one days to ship my crop, which is a longer time than the shipping season, hence I am compelled to keep two horses during the year, or hire from my neighbors at a busy time. The cost of keeping the second horse may be safely estimated at \$25. So much of my time is used in my trips to town that during three months of the year I am compelled to hire an extra hand, which costs me about \$45. The foregoing items will suffice to show that bad roads cost on my ten-acre crop \$101.80, being a tax of over \$10 per acre. —Correspondence Leesburg (Fla.) *Commercial*.

THE Brockton (Mass.) *Enterprise* urges all wheelmen in that city to stand together and to support only such candidates for municipal offices as are in favor of legislation for improved highways. It states that a movement is on foot among Brockton wheelmen to do this, and that the present state of the city's streets is so unsatisfactory that the movement will have the support of a number of the leading citizens.

THE State Grange and Farmers' Clubs of Michigan are opposed to any change in the road laws that will increase the immediate burdens of the taxpayer. As the farmer is the real beneficiary of the Good Roads movement, it would seem as if some missionary work was needed among the agriculturists at once.

League of American Wheelmen

.. Official Department ..

LEAGUE HEADQUARTERS,
12 PEARL STREET, -- BOSTON, MASS.

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2nd Vice-President, A. CRESSY MORRISON, Milwaukee Club, Milwaukee, Wis.

Treasurer, E. S. HARTWELL, 147 West 14th Ave., Denver, Col.

Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

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Executive and Finance.

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Highway Improvement.

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OTTO DORNER, Milwaukee, Wis.

A. B. CHOWAT, 430 Temple Ct., Minneapolis, Minn.
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Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below.

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WYOMING. Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL. Joseph Pennell, care of J. S. Morgan & Co., 22 Old Broad St., London, E. C.

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W., 12 Pearl Street, Boston, Mass.

Dear Sir:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number Date of Expiration

Name Street and No. or P. O. Box

City State

City and Division in which my home is and to which I should be attached

Division will be dropped at date of expiration.

APPLICATION for Membership in the L. A. W.

ABBOT BASSETT, Secretary, L. A. W., 12 Pearl Street, Boston, Mass.

fee, is the sum of TWO DOLLARS, one dollar of which is for my initiation

and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles 111 and VII of the

L. A. W. I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name Street or Box

City or Town State

Write references on margin below.

Cycle Club

IF you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily changed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents.

ABBOT BASSETT
12 Pearl St., Boston, Mass.

G. H. Scharf, Ypsilanti, Elected, 402.
F. A. Beard, Port Huron, Elected, 395.
Yours very truly,

LEO A. GALE, Sec.-Treas.
Michigan Division, L. A. W.
GRAND RAPIDS, MICH., Nov. 20, 1896.

MISSOURI DIVISION.

The annual meeting of the Board of Officers will be held at the South Side Cycle Club, Thursday, December 31st, for the transaction of routine business, and the election of delegates to the National Assembly. A statement of the day's business, requested by the written annual reports, and come prepared to make suggestions for the improvement of the division.

For an enlarged will be pleased to receive proposals for the holding of the annual meet, July 4th, and same will be submitted to the Board for approval. All local councils terms expire December 31st, by limitation. Local councils desiring reappointment will please advise me at once by mail.

RUBERT HOLM, Chief Consul.

2,170 — Missouri Division — 2,800.

To Local Councils and Members:

About 500 renewals are still outstanding, and you are earnestly requested to cry harp to us to bring them in. Recruiting is also at a standstill. In view of the coming session of the legislature and the spring elections in all of the cities in the State, it is absolutely necessary that we increase our membership materially. New recruiting matter will be issued, and handsome (no) commissions paid to insurers. Begin to work now, so that when the riding season opens we will be the best possible shape to push the cause of Good Roads and clean streets, as well as rational sprinkling. Fraternally yours,

RUBERT HOLM, Chief Consul.

N. R. — In addition to the usual commission paid for new members we are offering one of those handsome metal souvenirs of the St. Louis County Tour (as long as the supply lasts) for every new member. Members in good standing can secure one on payment of 10 cents in two-cent stamps. Send all applications or requests for souvenirs to W. M. Butler, secretary-treasurer, 2636 Orange street, St. Louis.

MISSOURI DIVISION.

ANNUAL ELECTION OF OFFICERS.

The following is the result:
For Chief Consul, Robert Holm, 426 votes.
For Vice Consul, E. P. Mortier, 426 votes.
For Secretary-Treasurer, W. M. Butler, 425 votes.
For Representative-Large:

E. N. Sanders,	426 votes.
W. P. Laing,	420
M. J. Gilbert,	420
J. R. Betts,	401
Sandford Northrop,	399
H. V. Lucas,	401
H. M. Rubey,	427
J. O'Leary,	381
W. B. Hazen,	428
E. H. Chamberlain,	407
Guy C. Barr,	390

There being but to be chosen, all of the above candidates, except the one receiving the smallest number of votes, were duly elected.

Attest: W. M. BUTLER, Sec.-Treas.
ST. LOUIS, NOV. 11, 1896.

NEBRASKA DIVISION.

I hereby certify that the following is a full, true, and correct copy of the report of the Committee on Rules and Regulations relative to the canvass of the vote for officers of this division for the year 1897:

Total votes.....201

Chief Consul:
D. J. O'Brien, 232.
Ed M. Cox, 57.
No choice, 2.

Vice Consul:
D. C. Eldridge, 214.
D. T. Roper, 70.
No choice, 1.

Secretary-Treasurer:
Edwin R. Pease, 215.
N. P. Hansen, 73.
No choice, 3.

Representatives:
D. A. Finch, 234.
Fred Dean, 55.
No choice, 1.

W. W. TRINER,
W. C. BOCK,
A. K. EDMISTON,
GRAND ISLAND, NEB., Nov. 17, 1896.
W. M. McCALL, Sec.-Treas.

NEW HAMPSHIRE DIVISION.

The following is the state of the ballot for officers for 1897-98:

For Chief Consul:
George H. Phinney, 56.
Scattering, 45.
For Vice Consul:
Frank C. Kellogg, 94.
Scattering, 12.
For Secretary-Treasurer:
Robert T. Kingsbury, 76.
Scattering, 28.
For Representative:
Leonard Freeman Burbank, 66.
Scattering, 41.
Whole number of votes cast.....108
Sincerely yours,

F. E. GALE, Sec.-Treas.
We hereby certify that the ballots were opened in our presence, counted by us, and that the above is correct.
F. R. ROBERTS, Jr.
Mrs. F. E. GALE.

NEW HAMPSHIRE DIVISION.

MEMBERS:

In accordance with the request of twenty-five members of the division, I hereby issue a call for a meeting of the division members at the Assessor's Room, City Hall, Manchester, N. H., on Wednesday, November 25th, at 7:30 p. m., for the purpose of transacting business as provided by the annual meeting, and to consider plans for the revision of the constitution.

GEORGE H. PHINNEY, Chief Consul.

NEW JERSEY ELECTION.

Chief Consul—C. Frank Kireker, Paterson, N. J., 1061.
Vice Consul—Fred J. Keer, Newark, N. J., 1062.
Secretary-Treasurer—James C. Tattersall, Trenton, N. J., 1063.

State Representatives.

A. J. Wright, Montclair,	1063
Henry Jackson, Salem,	1063
H. H. Smith, Jersey City,	1063
James G. Lee, Trenton,	1063
Frank G. Tower, Bloomfield,	1063
Edward O. Chase, Newark,	1063
U. F. Rockler, Hoboken,	1063
George D. Roe, Lakewood,	1063
E. V. Davis, Bridgeton,	1063
B. T. Bates, Hackensack,	1063
J. Herbert Potts, Jersey City,	1063
M. B. Knudsen, Merchantville,	1063
Walter Savage, Morrisstown,	1063
Percy B. Lovell, Moorestown,	1063
J. Barber, Englewood,	1063
Harvey Iredell, New Brunswick,	1063
P. A. Brock, Jersey City,	1062
T. J. Emery, Atlantic Highlands,	1063
George H. Mallaline, Paterson,	1063
L. L. Stewart, Roselle,	1063
Kerry Trippett, Montclair,	1062

Election vote cast as above.

RUBERT GENTLE, Chief Consul.

Nov. 17, 1896.

NEW YORK STATE DIVISION.

STOP THIEF—\$25.00 REWARD

will be paid for information leading to the detection and conviction of any person guilty of stealing a bicycle from any member of the New York State Division.

ISAAC R. POTTER, Chief Consul.

VANDERBILT BUILDING, NEW YORK, N. Y.

Stolen. Aug. 28, 1896, from 1068 Dean street, Brooklyn, N. Y., "Lovell Diamond"; drop frame; 1895 pattern; No. 26393. Property of Miss NORMA L. HANLY.

Stolen. Nov. 16, 1896, from 154 Willis avenue, New York City, 1894 Ladies' "Phoenix" bicycle; No. 18542; 28-inch wheels; Palmer tires; Hunt saddle. Notify CLYDE C. ACKERMAN, 525 Madison avenue, New York City.

Stolen. From Cornelius Shea, 101 Ambloy street, Tottenham, N. Y., on November 10th, a Cleveland bicycle; No. 50242; model 32; 23 1/2-inch frame; black enamel; blue spokes; 68 gear; serial number 65574. Clincher wheels. It lined by man about 35 years of age, 5 feet 7 inches tall, dark away suit, wheel has not been returned.

Stolen. Hartford (1896) No. 3 pattern. No. 12307. Property of J. M. HANBURY, 432 Hudson street, New York, N. Y.

NEW YORK STATE DIVISION.

Certificates of election of League club representatives have been filed in this office as follows:
Centerville Wheelmen, No. 645, New York City; Warder Bicycle, Spencer P. Moad, 1 H. Goodwin
Staten Island Wheelmen, No. 721, Krescherville, N. Y.; Peter J. Waller.

W. B. SULL, Sec.-Treas.

OHIO DIVISION.

THE ROAD BOOK.

I take pleasure in announcing that the new road book has been in the hands of the printer since Nov. 1st, and is being pushed rapidly to completion. It will be sent to the members of the division during December.

Much impatience has been manifested by some members because of the non-receipt of the book. It should be remembered that when the issuing of a new book was authorized at the July meeting, 1895, nothing was done until January of this year when it fell to the lot of the writer. Since then no effort has been spared to get together the necessary material, and after persistent letter writing and appeals to individual members in the different counties, it was at last necessary to go to press with a number of counties still to hear from, among which are more than one of the most important counties in the State. The writer has endeavored to make up these shortages as fully as possible from the reports of the counties received, and it is hoped that the book, while not perfect, will be useful enough to the members to justify the labor expended on it.

Fraternally,

ARTHUR B. HOWSON, Sec.-Treas.

CHILLICOTHE, O.

OHIO DIVISION.

The following local councils have been appointed since my last report:

Alonso Scott,	Marietta
Chas. Grafton,	Marietta
A. H. Kayser,	Moscow

The following League hotels have been appointed:
Marietta, Hotel Yale. Per day \$1.00, meals and lodging, 25 cents each.
Sidney, Florentine. Per day \$1.50, meals and lodging, 40 cents each.
West Union, Florentine. Per day, \$1.00.

The following League club representatives have been duly reported to me:

The Porkopolis Wheelmen, Chas. F. Williams.
Steubenville Cyclers, F. Will Photo.

Fraternally,

ARTHUR B. HOWSON, Sec.-Treas.

Ohio Division L. A. W.

CHILLICOTHE, O., Nov. 20, 1896.

OREGON DIVISION.

The following is the result of election held Nov. 10th:

Chief Consul.—A. I. Donnell, Portland.
Vice-Consul.—A. B. McAlpin, Portland.
Secretary-Treasurer.—D. G. Woodward, Portland.
Representative-Large, J. S. McClure, Eugene.
Yours fraternally, F. M. WELLS, Sec.

PORTLAND, ORE., Nov. 17, 1896.

OREGON DIVISION.

In accordance with our division By-Laws, a meeting of the Board of Officers will be held on the second Wednesday in December.

This meeting is for organization of the new board, and is appointed to be held at the Imperial Hotel in the city of Portland, on Dec. 10th, 1896, at 8 o'clock p. m.

League club representatives will please see that their certificates of election are filed with the Secretary-Treasurer prior to this date.

By order of the Chief Consul.

F. M. WELLS, Sec.-Treas.

PORTLAND, ORE., NOV. 16, 1896.

PENNSYLVANIA DIVISION.

I her by present the following amendments to the division by-laws effective July 1st, 1894, for action at the annual meeting called for December 14th:

Add to Section 7, Article 5, "no member shall be elected to represent a district unless he shall have been a resident thereof for at least thirty days previous to the date of his nomination."

Amend Section 8, Article 5, to read as follows:

Sec. 8. The Secretary-Treasurer shall send to the Secretary of the L. A. W. all nominations received by him on or before the first day of September, in accordance with the foregoing sections, for publication in the next issue of the "Official Bulletin." After that, and shall also prepare ballots for each district, bearing the names of all candidates for division officers and of all candidates for Representatives from such districts, and of Representatives-Large, who may have been nominated or certified to him, in accordance with the foregoing sections, on or before the tenth day of October. Each ballot shall also contain a sufficient space for the writing of additional names, a place for the voter's signature and a League number, and instructions as to how many candidates may be voted for, for each office. Said ballots, which shall contain the word "Official Ballot" prominently displayed, shall be distributed to the members of the division, not later than the first day of November, together with envelopes marked "Mail Vote," and addressed to the Secretary of the League, by the Secretary's committee, which committee shall canvass the same as is heretofore provided.

Insert a new section after Section 28 as follows: Only those votes cast upon ballots sent out by the

WEST VIRGINIA ELECTION.

Results of Ballots received by Nomination Committee as follows:

Chief Consul—
Chas. A. Geiger, Wheeling, 95
Scattering, 3

Secretary-Treasurer:
W. H. Boughner, Wheeling, 95
Scattering, 3

Yours,

C. W. Hartman,

H. E. Hohmann,

W. R. Stevenson,

Certified this 16th day of November, 1896.

CHAS. H. GRIGER, Chief Consul.

RENEWAL LIST NO. 16.

Including renewals from Nov. 11 to Nov. 13 inclusive.

Alabama	3	Nevada	
Arizona		New Hampshire	3
Arkansas	71	New Jersey	2
Colorado		New Mexico	16
Connecticut	3	New York	23
Delaware		North Carolina	17
District Columbia		North Dakota	
Florida		Ohio	8
Georgia	6	Oklahoma	
Illinois	1	Oregon	
Indiana	13	Pennsylvania	27
Iowa	4	Rhode Island	3
Kansas	13	South California	5
Kentucky		South Carolina	5
Louisiana		South Dakota	
Maine		Tennessee	3
Maritime Provinces		Texas	3
Massachusetts	23	Utah	
Michigan	3	Vermont	1
Minnesota		Virginia	
Mississippi		Washington	
Missouri	47	West Virginia	
Montana		Wisconsin	12
Nebraska		Wyoming	391

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, Nov. 27, 1896.

Total, 420-72,465.

Over 136,000, CONNECTICUT, 60-1,040.

671 Hart, Chas. G., 25 Poplar st.,	Bridgeport
2 Hill, Herbert A., Bishop Block,	
3 Iurd, Geo. A., 24 Golden Hill	
4 Adams, Alden L., 215 Main st.,	Norwich
5 Allen, B. H., 294 Central ave.,	
6 Allen, Wallace, 91 Main,	
7 Amis, Willis, Wash. st.,	
8 Ayling, Nelson J., West Main st.,	
9 Beckwith, H. B., 163 Main,	
680 Beut, Geo. C., 120 Main,	
10 Brant, Francis P., 54 West Thames,	
11 Brewster, F. W., 332 Main,	
12 Brown, Andie, 83 Main,	
13 Crow, Geo. C., 134 Main,	
14 Constock, Harry E., 17 Pearl,	
15 Corey, E. R., Central ave.,	
16 Capron, Edward H., 14 Broadway,	
17 Desmond, J. J., 161 Main st.,	
18 Driscoll, J. E., 59 Main st.,	
690 Davis, Frank D., 20 Colt st.,	
19 Ernst, Otto F., 77 Cedar,	
20 Gulle, Chas. F., 259 Main,	
21 Helms, August, Lawrence House,	
22 Hiltbert, Chas. N., 23 Pearl,	
23 Holmes, Royal O., 43 Williams st.,	
24 Howard, Tyler J., 83 Main st.,	
25 Jack, John, 29 Fifth st.,	
26 Kern, Geo. T., 34 Broadway,	
27 L'homme, A., 10 Church,	

700 McVeth, T. J.,	
1 Murray, E. J., 300 Franklin,	
2 McDougall, Harry L.,	
3 Nelson, Henry T., 204 No. Wash st.,	
4 Osgood, Chas. J., 151 Washington,	
5 Preston, Chas. H., Jr., Main st.,	
6 Potter, Albert L., 18 Broadway,	
7 Parsons, Chas. W., 301 W. Main,	
8 Postelence, Osmond H., 60 Main,	
9 Rathbone, Geo. M., 153 West Main st.,	
710 Steiner, Henry J., Main & Shetucket,	
1 Smith, Chas. H., 129 Main,	
2 Temple, Wm. C., 30 11th st.,	
3 Rogers, Henry F., 224 Main,	
4 Ross, Calvin E., box 384,	
5 Smith, Alie I., Jr., box 442,	
6 Tilly, August W., 357 E. Main,	
7 Thresher, S. H., 5 Broad Open House,	
8 Wilson, Thomas H., 582 North Main,	
9 Wilson, Thomas W., 78 Franklin st.,	
720 Wells, H. L.,	
1 Wasserman, Hugo, 218 West Thames st.,	
2 Wheeler, Louis A., 35 Cliff st.,	
3 Wolf, Otto E., 70 Shetucket st.,	
4 Jones, Chas. E.,	
5 Minch, Richard,	
6 Torington, W. C.,	
7 Semler, Harry F., 1 Littlefield, Torrington,	
8 Wheeler, Walter H., 301 Myrtle ave.,	
9 Bullard, Walter H., 301 Myrtle ave.,	
8 Chapman, Carlos G., 5 Woodbridge st.,	
9 Gee, H. F., Jr., 8th st.,	
730 Wilson, Andrew, 78 Franklin,	
Over 136,000, DISTRICT OF CO-	
LOMBIA, 2-443.	
731 Wood, F. J., 1300 Penn. ave., Washington	
2 Matheson, Mrs. Frances McLeod, 1601	
20th st.,	
Over 136,000, FLORIDA, 2-62.	
733 Crow, Samuel M., West La Rue, Pensacola	
4 Coker, John T.,	
Over 136,000, GEORGIA, 2-108.	
735 Rankin, J. H., 452 Second st.,	
6 Kennedy, Mrs. J. R., 110 2d st.,	
Over 136,000, ILLINOIS, 5-3197,	
Elgin K. P. C.,	
737 Bach, Andrew, 418 Enterprise st.,	
Unattached.	
8 Fields, H. M.,	
738 Chaffin, Geo. W., 208 La Salle st.,	
740 Thayer, Geo. H., 22 5th ave.,	
1 Knack, Lloyd M.,	
Over 136,000, KANSAS, 2-753.	
742 Long, Albert,	
3 Goodie, Law, 217 Cottonwood ave.,	
Over 136,000, LOUISIANA, 13-326.	
Unattached.	
744 Davis, Arthur, 6 Oliver st.,	
5 Rath, Jos., 218 Morgan,	
6 Boehm, Geo. A., 1337 Elysian Fields,	
7 Barnett, F., 422 S. Rampart st.,	
8 Kepling, C. T., 840 Gravier,	
9 Luc, J. N., 830 Common st.,	
750 Chaffin, D. B., H. Morning Star,	
1 Eusebio, Be. J., 290 S. Claude,	
2 Kaller, George, 1616 Orleans,	
3 Morrison, P., 219 Grandere,	
4 Swear, Arthur, 734 St. Philip,	
5 Walker, Frank J., box 150,	
6 Ziegler, J. J., 1035 Marigny,	
Over 126,000, MAINE, 3-502.	
Portland W. C. C.,	
757 Abbott, F. P., 53 State st.,	
8 Ford, Walter F., 213 Cumberland st.,	
9 Pool, Albert E., 278 State st.,	
Over 126,000, MARYLAND, 6-1,208.	
Unattached.	
760 Holmes, Brian T., U. S. Naval Acad-	
emy, Annapolis	
1 O'Leah, Miss Lillie E., 2024 Linden ave.,	
2 Leland, August, P., 2106 Linden ave.,	
3 North, Frederick W., 12 Pearl st.,	
4 Schmeckler, L. F., 1620 W. Lexington,	
5 Thomas, Dr. Henry M., 1229 Madison	
ave.,	
Over 126,000, MASSACHUSETTS, 11-	
0-574.	
Matt Road Club,	
766 Burkett, Geo. L.,	
7 Brock, W. H.,	
8 Mirick, Geo. A., 14 Lawrence st.,	
9 Brantson, Wm., 7 Green st.,	
770 Clark, Howard L., 44 Arlington,	
1 Sprigall, T. J., 18 Spring st.,	
2 Crowley, F. J., box 113,	

3 Everson, Richard A.,	So. Hanson
4 Gaylor, Miss Paula E., box 301,	Springfield
5 Sabin, N. Henry,	Williamstown
6 Johnson, H. A., 353 Main st.,	Worcester
Over 136,000, MICHIGAN, 5-1,055.	
Detroit W. C. C.,	
777 Beamer, W. H., 50 Farrar st.,	Detroit
8 Reuck, L. Jr., 779 E. Larned st.,	
Unattached.	
9 Cedar, Chas., 101 12th st.,	
780 Briggs, Will, box 197,	Hudson
1 Lane, Chas. J., Hudson House,	
Over 126,000, MISSOURI, 1-2,112.	
Unattached.	
782 Moore, A. L.,	Liberty
Over 126,000, MONTANA, 1-79.	
Unattached.	
783 Brown, A. P.,	Dillon
Over 126,000, NEVADA, 1-50.	
Reno Wheelmen.	
784 Moran, W. T.,	Reno
Over 126,000, NEW HAMPSHIRE, 4-	
305.	
Exeter H. Club.	
785 Barker, Chas. W., Water st.,	Exeter
6 Weeks, Albert J., Water st.,	
1 Unattached.	
786 Joselyn, L. H., 168 Pearl st., Manchester	
8 Slayton, Edward M., 1002 Elm st.,	
Over 126,000, NEW JERSEY, 20-	
4,659.	
Columbia Club Cyclers.	
789 Wilson, W. F., 220 15th st.,	Hoboken
790 Johnson, Chas. G., 4 So. Kentucky ave.,	
Unattached.	
1 Pharo, H. E., 5th & Clinton,	Atlantic City
2 Tiffany, Mrs. E. N., 129 Washington	Camden
st.,	
3 James, W. R., 917 Park ave.,	E. Orange
4 Woodman, J. H., 15th & Clinton st.,	Hoboken
5 Kelso, William G., Pearl st.,	
Jersey City	
6 Huelson, J., 72 Linden ave.,	
7 Smith, Isiah P., box 180,	Lambertville
8 James, A. L.,	Lawrenceville
9 Williams, E. Fayette L., box 625, Mt. Holly	
800 Whiffled, Chas. L., 384 Sumner ave.,	Newark
1 Rohr, Mrs. Annie, 351 Sumner ave.,	
2 Van Cleve, M. R., 23 Lombardy st.,	
3 Wilmet, Charles E., box A, Orange Valley	
4 Probert, Heber A., 71 Beach st.,	Paterham
5 French, C. Frank, 60 Somerset st., Plainfield	
6 Swoden, Geo. S., box 115,	Red Bank
7 Hartmann, Herman D. O., 339 B'way,	
N. Y. City,	Honolulu
8 Ferguson, Rev. E. Morris, 103 E. State	
st.,	Trenton
Over 126,000, NEW YORK, 181-	
20,428.	
Albany Co. Wheelmen.	
809 Marshman, Edward C., 276 Lark,	Albany
810 Carroll, William, 755 3d ave.,	Brooklyn
1 O'Connell, Frederick, 204 13th st.,	
2 Schneider, Florian, 2074 18th st.,	
3 Wilson, C.,	
4 Rubeau, E. C., 197 Nostrand ave.,	
Seymour B. C.,	
4 Somers, Arthur, 172 No. 6th st.,	
5 Wray, B.,	
6 Orkheim, Henry F., 205 Hall st.,	
N. Y. Fire Dept. C.,	
6 Doonan, James P., 201 Monroe st.,	New York
7 Planson, Henry, 28 Ave. D.,	
Goldway B. C.,	
8 Wray, Morris B., 458 West 23d st.,	
9 Monitor Wheelmen,	
9 Weber, George C., 212 East 87th st.,	
Morris Wheelmen.	
820 Van der, Geo. C., 356 West 121st,	
Gotham Wheelmen.	
1 Henry, M. J., 7 West 43d st.,	
2 University B. C.,	
3 Morris, James B., 69 Wall st.,	
Century Wheelmen.	
3 White, Harry Y., 29 Columbus ave.,	
Van Corlandt W.	
4 Page, Wm. R.,	Croton on Hudson
5 Chase, Chas. H.,	Peekskill
6 Deukle, Harry H.,	
7 Garrison, A. E.,	
Poughkeepsie B. C.,	
8 Calve, W. A., 141 Main st.,	Poughkeepsie
9 Conriner, John W., 25 Catherine st.,	
820 Hall, Frank, 119 Academy st.,	
1 Nell, C. W., box 405,	
Syr. A. A. P.,	
2 Loeve, Willard H., 510 Park ave.,	Syracuse
3 De Lancey, Miss Martha, 132 Prospect	Brooklyn

- 4 Jones, Henry O., 206 7th ave.,
5 Somerset, H. W., Gravesend Ave., Kings Highway,
6 Hill, B. J., 107 No. 1st st.,
7 Arnold, Clarence, 85 Milton,
8 Collins, F. H., 122 E. 1st st.,
9 Corcoran, Walter J., M. D., 201 Clinton,
540 Davenport, J. B., 236 Carlton ave.,
1 Fuhner, Edward, 448 South 5th,
2 Ferris, Elizabeth T., 192 Bedford ave.,
3 Hard, Henry E., 815 Maple ave.,
4 Hanly, Miss Norma L., 1065 Dean,
5 Howard, Wm. F., 308 Green ave.,
6 Knox, John, 203 E. 1st Oregon,
7 Kent, Stephen W., 154 Halley,
8 Katz, George R., 306 McDonough,
9 Leggett, J. A., 1054 Dean,
550 Langin, John J., 141 Atlantic ave.,
1 Molter, George, 130 South 1st,
2 Maguire, Frederick, 144 Wythe ave.,
3 Moore, Robert, Jr., 105 Powers st.,
4 Olsen, Anders, 39 Union,
5 Patton, Edwin E., 354 Clinton,
6 Presney, Thelma, 756 Union,
7 Remington, Emory, 422 Cleveland ave.,
8 Stocker, John H., 338 Jefferson ave.,
9 Siegel, Ferdinand, 202, 206 Bedford ave.,
560 Schafer, Louis A., 103 Berry st.,
1 Stevens, G. R., 218 Keap,
2 Scheeling, John P., 18 Summer Place,
3 Thovard, Louis, 454 8th ave.,
4 Thurn, Arno R., 1394 4th st.,
5 Benson, Morris, care Adams, Meldrum & Anderson,
6 Corwell, Howard Tracy, 191 Mooney h'dg., Buffalo
7 Harris, Jacob W., 155 Adams st.,
8 Putnam, Geo. S., 320 14th st.,
9 Oaker, Geo. S., 607 1st st.,
570 Kemp, Edward, 18 George,
1 Richardson, Harry E., Casanova
2 Burr, J. H., Ten Ryck,
3 Haynes, Arthur W., Columbus
4 Haynes, James A.,
5 Gifford, B. R., 225 Central ave., Dunkirk
6 Johnston, H. C., D Lincoln Road, Flatbush
7 LeTune, Milton A., Great Neck
8 Walwood, John B., 40th st.,
9 Wade, A. C., Jamestown
580 Wentman, Morris, Pine Grove ave., Kingston
1 Scott, Stewart, Lima
2 Butta, J. Eliza, care H. R. Cladin Co., New York
3 Brooks, K., 14th at Birele School,
4 McJain, A. Edward, 17 East 90th,
5 Mandorf, Geo. H., 815 8th ave.,
6 McGuire, J. P., 68 Madison st.,
7 Davis, Francis D., 214 Columbus ave.,
8 Simmons, Miss Kate M., W. 400 W. 22d st.,
9 Wood, Benjamin G., 101 West 88th st.,
590 Smith, H. R., New York 25 N. R.,
1 Kankola, Chas., 157 Prince st.,
2 Cook, Robert, 347 West 26th st.,
3 Schubert, Chas. A., 35 East 21st,
4 Smith, James H., 137 West 5th,
5 Rasmus, J. W., 245 West 15th,
6 Barnard, R. G., 127 West 12th,
7 Ruder, Joseph A., 24 Fulton,
8 Bender, Marcus F., 137 West 14th,
9 Cowe, Geo. H., 30 East 120th,
600 Crane, Alexia, 621 Wyck,
1 Connolly, William H., 109 West 16th,
2 Carlson, Miss Gertrude L., Prescott ave., Inwood,
3 Collins, Miss Elizabeth B., 239 West 159th,
4 Fern, Wm. J., 3 East 20th,
5 Ferra, Thomas, 414 East 72d,
6 Faith, Chas. P., 1670 2d ave.,
7 Ferrius, Stark R., 146 Broadway,
8 Grandjean, Chas. D., 137 West 62d,
9 Gibson, H. E., 833 East 167th,
510 Herzog, Leo, Centre st., cor. Howard,
1 Hewitt, George W., 127 West 12th,
2 Hermann, R., 134 East 10th,
3 Herrick, Walter H., 68 Broadway,
4 Harlin, Elizabeth, 146 West 86th,
5 Herrick, Nellie, 140 West 86th,
6 James, Frederick J., 137 West 23d,
7 Kennedy, Wm. H., 345 Iowa ave.,
8 Lockwood, Frederick F., 743 East 137th,
9 Locke, H. N., 27 Cedar st.,
620 Miller, Wm. H., 42 University Place,
1 McMullen, Wm. F., 623 Amsterdam ave.,
2 McGovern, Thomas B., 65 Hudson,
3 Mulligan, George H., 137 1st st.,
4 Meter, Kenneth, 907 Fulton h'dg.,
5 Nevler, Alfred, 113 West 83d,
6 Taylor, Sophia, 113 West 83d,
7 Newton, Charles D., 137 West 83d,
8 Nicholas, Louis A., 698 Jackson ave.,
9 Oakley, H. T. F., 68 Broadway,
530 Ohmala, Joseph M., 114 7th st.,
1 Peters, Henry, 205 H. 1st st.,
2 Ruppel, Henry, 191 East 3d,
3 Dehm, T. P., 117 West 84th,
4 Rooney, George L., 152 Lexington ave.,
5 Reilly, Rob't H., 38 Whitehall,
6 John, Edward, 35 East 104th,
7 Stratton, Mrs. J. E., 31 Bank st.,
8 Shaffer, Victor Fox, 501 Manhattan ave.,
9 Sykes, Harry Wilfred, 56 Pine st.,
640 Schaffer, F. D., D., 260 4th ave.,
1 Schaeffer, Mrs. P. A., 260 4th ave.,
2 Townsend, S. V. R., 25 Pine st.,
3 Townsend, Howard, 32 Liberty,
4 Westendorf, Carrie A., 105 East 60th,
5 Wollner, Paul, 127 East 13th,
6 Wharton, Chas. E., 61 West 106th,
7 Weidenfeld, Joseph, 1028 3d ave.,
8 Jacobs, Emma, 1126 Forest ave.,
9 Nelson, William H., 33 North Water,
650 Hicks, Leonard M., Ogdenham
1 Costello, F. J., 97 Main st., Oyster Bay
2 Halpin, H. S., 5 Perry at., Poughkeepsie
3 Keady, Leonard J., 23 North Clover,
4 Lange, George H., 25 North Clover,
5 Leuch, James, 185 Main st.,
6 Shelly, M. Jr., 179 Main st.,
7 Mahle, Edward P., Rhinecliff
8 Alden, E. N., 73 Edmonds, Rochester
9 Brown, Alexander M., 33 Hickory,
660 Carlton, Harvey R., 29 Elizabeth ave.,
1 Diamond, Chas. W., box 527,
2 East, Henry R., 43 East 1st,
3 Joslyn, John H., 773 East Main,
4 Joelyn, Myron L., 55 Comfort,
5 Lane, John R., 20 Anne st.,
6 Little, John, 66 Plymouth ave.,
7 MacFarland, Mrs. Jas. D., 73 So. Union,
8 McMaster, Alonzo D., 247 West ave.,
9 Muecke, Miss Louisa, 75 Chatham,
670 Pearson, Carl H., 1st East ave.,
1 Russell, Miss A. C., 26 Park ave.,
2 Salter, R. G., 38 W. Main,
3 Sutherland, D. O., 192 University ave.,
4 Engel, Carl, Sag Harbor
5 Doane, S. E., 101 State, Schenectady
6 Mennon, G., 326 Hulet,
7 Pearson, Dr. W. L.,
8 Carpell, Bert D.,
9 Galusha, E. L.,
680 McVean, John C., Jr.,
1 Clark, Matthew A., 550 11th st., South Brooklyn
2 Docher, Frederick W., 396 7th ave.,
3 Sutter, Peter, 150 11th st.,
4 Durand, Mrs. J. L., Stockport
5 Stott, F. D. R., Stockport
6 White, Franklin, 374 East Maine, Union
7 Hortie, E. A., 719 23d st., Waterville
8 Lombert, John M., 11 Caroline ave., Yonkers
9 Maxwell, H. W., 43 Caroline ave.,
Over 134,000, NORTH CAROLINA, 1-1,639.
Rambler H. Club,
590 Morrison, A. R., 1331 Market, San Francisco
Over 136,000, OHIO, 4-2,227.
C. B. C.,
561 Toadale, Wm. S., 625 Walnut st., Cincinnati
Unattached,
2 Dixon, Charles, St. Clair Hotel,
3 Ditron, Mrs. Charles, St. Clair Hotel,
4 Melish, Chas. B., 17 Orin bldg.,
Over 136,000, PENNSYLVANIA, 65-10,524.
Mercury W.,
565 Albright, Arthur, No. 17th st., Allentown
6 Albright, Louis N., No. 17th st.,
Cap. City C.,
7 Hackenstoss, M. E., 343 Harris st., Harrisburg
Phila. Turner C.,
8 Hindermark, Albert E., 1618 No. 11th
9 Kriebler, Chas., 640 Callowhill, Philadelphia
Over 137,000,
500 Mueller, Frederick A., 830 Race st.,
1 Rolter, Victor H., 110 Exchange Pl.,
Keystone B. C.,
2 Carl, H. J., 5157 Penn ave., Pittsburgh
3 Westcott Wheel Club,
3 Forvman, Geo. P., 1374 West 14th at., Williamsport
C. C. C. of A.,
4 Clegg, Thomas, box 82, Andmore
5 Clegg, Mrs. Thomas, box 82,
6 McCrady, H. L., 10 Sandusky st., Allegheny
7 Grogan, John M., Beaver ave.,
8 Meers, Dr. D. W., Ashland
9 Kennedy, John P., 2625 Bridge st., Bristow
10 Jones, J. C., box 5, Edgely
1 King, J. Milnor,
2 Taylor, Robert T., 4425 Penn st., Frankford
3 Bonaffon, F. V., 246 W. Walnut lane,
Germanstown
4 Stanford, V. W., 10 So. Market sq., Harrisburg
5 Lowden, Samuel, box 31, Landsdowne
6 Conrad, William Y., 59 Jacoby st.,
7 Chase, Randall, 415 Walnut st., Philadelphia
8 Krauss, Frederick, M. D., 905 Franklin
9 St.,
7000 Mrs. Trauls, 1324 Vine st.,
20 Vall, Aranna M., 816 Cherry st.,
1 Whelen, Townsend, 309 Walnut st.,
2 Wolbert, George H., 309 Walnut st.,
3 Wren, H. R., 310 Chestnut st.,
4 Whitaker, L., 3086 Poplar st.,
5 Connor, Daniel, 1645 S. Lawrence,
6 Hiss, Edward S., 314 South Broad st.,
7 Wren, E. G., 1533 Edgely st.,
8 Brecht, Abram, 278 N. Broad,
9 Boyd, R. Fred, 600 North 12th st.,
30 Roehling, Harry, 2111 Brandywine st.,
1 Carroll, Jos. H., 2109 Baltimore st.,
2 Davis, Clarence Z., 2335 Grats at.,
3 Davidson, Joseph K., 718 Samson st.,
4 Ornd, Wm. H., 1212 Columbia ave.,
5 O'Hara, J. H., 1602 Sumner st.,
6 Hopkins, Horace S., 2024 South Fifth st.,
7 Honeywell, Arthur, 3605 York at.,
8 Klockner, Geo. F., 1634 Morine st.,
9 Morrow, Dr. Jas. A., cor. 5th & Snyder ave.,
60 McCole, H. B., 362 Bullitt b'dg.,
1 McCole, H. B., 372 Madison st.,
2 Meeky, Miss Anne, 3022 No. 10th at.,
3 McCandless, William, 110 Wolf at.,
4 Norton, C. R., M. D., 700 No. 40th st.,
5 Wilson, M. M., 1040 No. 2nd st.,
6 Stroz, William M., 1642 No. 11th st.,
7 Sherrett, Mrs. Joseph T., 3940 Spruce
8 Trainer, Henry J., 800 So. Front at.,
9 Trull, Robert R., 3505 Haring at.,
50 Tullock, Mrs. Geo., 921 Green at.,
1 Thompson, Lewis A., 5921 Overbrook
Over 137,000, RHODE ISLAND, 9-1,051.
Elmwood Wheelmen,
590 Weaver, Harold E., 34 Grove at., Providence
1 Cavanaugh, Wm. J.,
2 Cavanaugh, Wm. J., 94 Olney st.,
3 Goff, Adelbert, 146 Superior at.,
4 Freeman, Oscar M., 1481 Broad st.,
5 Lakda,
4 Lindroth, Samuel, Ramford
5 Wernberg, Charles, Ramford
Unattached,
6 Adams, Frank R., 87 Tober at., Providence
7 Brown, Harris W., 8 Condit at.,
8 Latham, Joseph A., 87 Wyboest at.,
Over 137,000, SOUTH CAROLINA, 1-460.
Unattached,
L. A. W. TWU
599 Edwards, J. C., 137 Breckton st., Riverside
Over 137,000, SOUTH CAROLINA, 12-62
Unattached,
570 Adler, John R., Jr., 32 Bee st., Charleston
2 Barker, J. G., 37 Rutledge ave.,
3 Bristol, A. I., 236 King st.,
4 De Querefort, F. M., 41 Gadsden st.,
5 McQuinn, Henry, 210 King,
6 Oswald, H. O., 138 King,
7 Robb, A. W., 174 Ashley ave.,
8 Robb, Alexander, 174 Ashley ave.,
9 Thompkins, E. S., 246 Mulray at.,
60 Tovey, H. M., Jr., 138 King,
1 Van Zandt, Luna E., 106 Rutledge ave.,
Over 137,000, VIRGINIA, 2-145.
Unattached,
582 O'Herry, Chas. H., box 29, Fort Monroe
5 King, M. K., Norfolk
Over 137,000, WASHINGTON, 5-432.
Queen City C.,
584 Lee, C. C., 121 Wash st., Seattle
Unattached,
5 Braun, J., box 288, Seattle
6 Horner, A. L., box 111,
7 Brown, W. B., Harbor House,
8 Spencer, H. R., box 104,
Over 137,000, WISCONSIN, 2-1,639.
Viroqua P. C.,
589 Orison, Elmer, Viroqua
Cherokee, W. C.,
590 Dunham, 160 W., care Northwestern,
Goshawk
NEW LEAGUE CLUBS.
753 Berkeley Circle Club, Beaumont, Mass.

QUERIES AND ANSWERS

No. 125,743:—Laws against fast or reckless driving vary in different places; always consult the local authorities.

W. T. C. AND OTHERS:—The "Singular Coincidence" contest has closed because a man in McKeesport, Pa., has written to us that while he has enjoyed everything else in the *L. A. W. Bulletin*, he doesn't like the matter above referred to. We strive to please.

No. 82,489:—We cannot publish your communication even if it had been simply an advertisement of the particular machine you ride, but when you include an uncomplimentary mention of a certain saddle, you "exceed the limit."

No. 127,937 AND OTHERS:—We shall publish, shortly, an illustration showing method of carrying camera, plate-holders, etc., on the bicycle.

No. 88,026:—We will be glad to give space to anything which you *know*, assuming, of course, that it is of general interest, but what you *guess* is not sufficiently definite.

A. D. P.:—At least sixty-five thousand of our subscribers never heard of the paper you mention.

F. J. U.—Wheelmen have often been detailed as special police, and, we believe, with uniformly good results.

No. 124,336:—This paper goes almost entirely to those who think exactly as you do.

No. 90,250:—We cannot print criticisms of State officers in this paper. If their work is unsatisfactory the remedy is in the hands of the State members.

WOOD RIMS.

C. J. W. AND OTHERS:—Wood rims which are kept clean and dry will not be likely to give you any trouble. They should be varnished with good "coach" or "spar" varnish at least once a year.

ROYAL PURPLE ENAMEL.

We are asked who makes royal purple enamel, and the same correspondent asks for instructions for applying enamel. Who will furnish the information?

THE wheelmen of Camden, Pa., have united in a battle for good roads. The leading clubs have met and passed resolutions advocating the paving with asphaltum of several streets in Camden.

THICK GREASE FOR BALL BEARINGS.

A California member writes that he has used it and finds it preferable to oil, for the reason that it does not run out of the bearing. It was found necessary, however, to take bearings apart and put in the grease every two months.

Who makes a "collapsible crate" for bicycles? is asked. We pause for a reply. We have heard that there are "collapsible" bicycles, but the makers don't admit it.

PERCENTAGES of membership are asked for, as follows: Schenectady, N. Y., fourteen-hundredths of one per cent. of the population are L. A. W. members; Exeter, N. H., nine-tenths of one per cent.

MOUNT VERNON, Washington, has a population of 770, and a League membership of 24 (over 3 per cent.)



INDIAN SUMMER.

If you think the world is all wrong and getting worse, it is time you took something for it.

THE sensational newspaper seems to be necessary, just as boils are. Both are filled with corruption and both "come to a head" sooner or later.

A GOOD ROADS MAN.

Harry Little, coal dealer, of Oskaloosa, Ia., has a rubber stamp reading, "Work for Good Roads." He puts it in red ink on his envelopes, letter heads, bill heads, statements, order blanks, and even on his checks. He has n't ordered any of the L. A. W. Chest Protectors for his horses yet, but probably will as soon as he sees this.

A GOOD IDEA.

A Michigan reader says the only safe way is for the cyclist to assume that every one beside himself is blind, deaf and dumb.

COMFORT vs. LIGHTNESS.

No. 46,515 recommends a large tire (2 inches), inflated very hard, and also recommends a spring seat rod of some sort. He claims that if riders want more comfort they must carry a little more weight.

A fight with Spain 's the latest scare,

The war cloud 's thick and murky;

But cleared a little is the air.

Our "small boy corps" from "everywhere,"

Thanksgiving day knocked, clean and fair,

The stuffing out of Turkey.

IF YOUR communication doesn't appear in the *L. A. W. Bulletin* please remember that we receive many times as much matter as we can print.

WHEELS FITTED WITH

HARTFORD
... TIRES ...

ARE SELLERS.

Everyone knows Hartfords are
high grade tires.

Hartford Rubber Works Co.

HARTFORD, CONN.

Branch Houses:

100 Chambers Street - - - New York City.
136 Lake Street - - - - - Chicago, Ill.
910 Filbert Street - - - - Philadelphia, Pa.
8 Queen Street, East - - - - Toronto, Ont.
251 First Avenue - - - - Minneapolis, Minn.

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which
is soldered, if you use the

Elliott Non-Corrosive
Soldering Fluid

In tin cans, per gallon \$3.75
Half gallon 2.00
1 quart 1.10
1 pint60

Testimonials from many large concerns if you ask for
them. Sample by mail, 10 cents.

• • • •
ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

THE bicycle gong-clanger is a foe to the best
interests of wheel riding.



The Essential Factor in Transportation.

Oh, a horse is good and a cart is good,
When you wish to draw a load;
And yet, these two can nothing do
Unless they have a road.

Do watchmakers go to the "Pine Tree State"
for their Maine springs?

A MEMBER of the New York
Division says bad roads prevented
the sale of three farms in his vicinity
recently.

DON'T have your bicycle gear
so high you cannot reach it.

AND don't forget to say a word
for wide tires.

BLESSED are the meek, for they
are very rare specimens.

Fix the road when you can, for
when you can't you won't.

GOOD roads mean nearer and
better neighbors.

POOR roads are the unhappiest
type of extravagance.

A ROAD that is n't fixed right
is n't fixed.

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN
OF THE LEAGUE OF
AMERICAN
WHEELMEN.

"The Road is a
creation of man
and a type of
civilized
society."

Vol. XXIV. Boston, December 4, 1896 Number 23



SHADY ROAD, HAYATTS, N. E.

Photographed by Wm. H. Hall, Springfield, Mass.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.


Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 70,550.

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Without "A Weakest Point."



THE MYERS ... CYCLE CHAIN.

Any link can be detached or attached in a minute without tools. No accident with this chain can compel you to walk. All dealers, or mailed direct.

... PRICE ...

Blued Plain, \$2.50. Blued Polished, \$3.25.

BRIDGEPORT CHAIN CO.
SPALDING BUILDING,
29-33 W. 42d St., New York.
Factory Bridgeport, Conn.

Camera Fiends

... TAKE NOTICE ...



Young and old will appreciate a

CAMERA FOR A... CHRISTMAS GIFT

We have a new and complete stock of

Hand and Bicycle Cameras, Kodaks and Photographic Supplies of every description on hand.

Call and examine our Stock and Prices, or send for Illustrated Catalogue.

JOHN P. LOVELL ARMS CO.

147 Washington Street, Boston, Mass.

The 1897 Models of the Lovell Diamond and Excel Bicycles will be ready soon



HIGHEST LEAGUE PERCENTAGE.

I notice in the BULLETIN of the 20th the claim of the Hudson (N. Y.) Bicycle Club that their town is the first in the country whose League membership equals one per cent. of its population. Appleton, Wis., can go them a trifle better, having had a membership of 190 in a population of 14,869, or 1.28 per cent., for several months.

H. F. P., No. 41,699.

ONE OF THE OLD ONES.

In the BULLETIN of Nov. 20th, Mr. F. W. Weston, in taking exception to the article of Mr. Rubenstein in reference to "The Oldest American Club," makes somewhat of an error in omitting to give its a place in the list of clubs. "Old Essex," as it is familiarly called by the members, was organized in June, 1878, and should, therefore, rank as the third oldest club if the dates of the organization of the other clubs are correctly given by Mr. Weston. The membership of Essex now numbers nearly 100, most of whom are mature business and professional men, who enter into the sport of cycling for the pure

love of it, and who are aggressive for Good Roads and for everything else that will tend to elevate the sport of cycling.

GEO. MURDOCK,
NEWARK, N. J.
Secretary Essex Bicycle Club

WEARING THE LEAGUE EMBLEM.

In some number of the BULLETIN the question was asked, "Is there any law preventing others than members wearing an L. A. W. emblem?"

For the benefit of the Indiana Division and members generally, would call their attention to the Acts of 1891, page 340, which read as follows:—

SECTION 1. Be it enacted by the General Assembly of the State of Indiana, That it shall be unlawful for any person not a member of a secret society or other organization incorporated under the laws of the State of Indiana, or doing business in this State, to wear the badge, uniform or emblem of any secret society or other organization such as has been adopted by the regulations of said society or organization.

SECTION 2. That every person violating the provisions of this act shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in any sum not exceeding fifty dollars.

We have a special law in regard to G. A. R.

W. F. HENNING, No. 104,031.
TELL CHIV, IND.

A PRIZE PUNCTURE.

The most peculiar, tantalizing and impeding adjunct to bicycling is the always-exasperating and needless puncture. As a usual thing, it comes without cause or reason, and always when not wanted. A wheelman may run over a mean road a whole day

From Sec'y Bassett.

I REGARD the "L. A. W. Bulletin" to be the most powerful magnet that we have to attract wheelmen to our ranks and to keep them there when once they have joined.

I think I appreciate the value of Road Books, Maps, and other perquisites that members may obtain, but I regard the value of the "Bulletin" to be far above any or all of these.

My opinion in this matter is based upon a large amount of evidence that I get from my very large correspondence. I think—nay, I know—that the "Bulletin" is more responsible for the phenomenal growth of the League than all other factors combined. Fraternally,

ABBOT BASSETT,

Sec'y L. A. W.

or be compelled to go for miles on a side-path overhung by the thorny hedge bush and come out punctureless. Then, just as he is speeding at a pleasurable rate over a road as "hard and smooth as a floor"—bang! shuh-h-h! down he goes on his rim!

I saw something of the kind that was indeed surprising. A lady and gentleman were wheeling at a fair rate down the entrance to Burnett Woods park. The road was fine, the weather bracing, and the going most enjoyable. Bang! went the gentleman's rear tire. An examination showed an eight-penny iron nail driven clear through the rubber tire and into the wood rim so far as to be visible on the other side. I have seen all sorts of punctures—big and little, picked up on highways and byways, or inserted by the diabolically cunning hand of a baggage-master, but this is the most astonishing in my experience. It is quite impossible to conceive of the position occupied by that nail when struck by the tire. Mind, that nail was not in a board—just lying around loose, looking for mischief to do. It found it.

F. R. THOMAS.

CINCINNATI, O.

A WARNING FROM LOUISIANA.

About ten days ago a party called at my office and showed me his League ticket, No. 127,995. The party was Mr. C. D. McCollough, No. 1,811 Second ave., Birmingham, Ala., who joined the League on August 28th.

He claimed to be a wheelman in distress, and on

the strength of his ticket I loaned him \$2.00, which he was to return in a few days.

Not having heard from him, I communicated with Chief Consul Stradford, of Birmingham, who wrote on Nov. 19th that this party had robbed him of money and had stolen a bicycle which he pawned at a gambling-house, and he disappeared from Birmingham under a cloud.

For fear that this party may take advantage of his League ticket and borrow from some one else, I write you the above facts, so that you can take the proper action, and enclose a letter received from the Chief Consul of Alabama.

Fraternally yours,

H. H. HODGSON,
Chief Consul L. A. Div.

HARD AND SOFT TIRES.

What is a soft tire? When we first rode pneumatics, 1889-90, we used to pay for repair lessons. The first lesson was to "pump hard." A hard tire was one in which you could sink the ball of the thumb. One of your correspondents says "half inflated." If it takes twenty strokes to fill a tire, just try ten strokes with the same pump, and see how you like a "half-inflated" tire. Another of your correspondents talks of "stretching" the rubber by pumping hard. Put a steel tape round a tire, and see if you can stretch it a thousandth of an inch with any pump made. Hard or soft tires

No Additional Expense

... FOR THE ...

"CHASE" TRADE MARK

TIRE TOUGH TREAD

Practically
Non-Puncturable,
... BUT STILL ...

Light and Resilient.

SEND FOR DESCRIPTIVE CIRCULARS FREE.

L. C. CHASE & CO.,

129 Washington Street, Boston, Mass.
338 Broadway, New York City. 192 Van Buren St., Chicago, Ill.

"BUILT LIKE A WATCH"

**STERLING
QUALITY**

A Second-Hand
Sterling
sells. A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. San Francisco.

have nothing to do with punctures; but a soft tire is more likely to cut at the edge by being caught between the rim and any stone surface. I ride a $1\frac{3}{4}$ tire, pumped to sink the ball of the thumb, and in six years have never had a puncture, either on glued-on or detachable tires.

No. 84,005.

A LAKEWOOD, R. I. member writes: — "I have ridden over twenty thousand miles; added to that I am a splendid trick and long-distance rider, and, therefore, think that my testimony should be of some advantage to those who do not know on which side of the fence to jump. In all cases, except one, I ride the tires fully inflated, and in that one I fully agree that the greatest possible deflation consistent with the safety of the rim in riding through sand is the best. If you ride a soft tire, every time you turn a sharp corner you are liable to strike the rim of your wheel."

MR. BACON, of Oaklyn, N. J., wishes us to inform riders from Gettysburg to the valley of Virginia that if they leave Gettysburg in the afternoon and ride to Fairfield instead of going *via* Emmettsburg, they will find a comfortable village inn with good beds and food, and will meet Mr. Harvey Gelbach, himself an enthusiastic L. A. W. man, who will do everything in his power to comfort the weary wheelman. Mr. Bacon wishes to thank Mr. Gelbach for the kindness shown to his brother and himself while touring in that vicinity recently.

MR. C. E. STEEL writes from Philadelphia that he has an animal story that for size will discount all competitors. A friend of his, an Irishman, was riding slowly along, when a drove of pigs hove in sight on the other side of the street, and moving toward him, one large porker broke away from the drove, and, running across the street, happened to dive directly between the wheels of the bicycle, the rider of which took a "header," while the pig ran for some distance with the wheel on his back before it fell off. The driver enjoyed the joke hugely and so did the rider, his Irish wit prompting the remark, that he would have liked to have been in their position so that he could laugh at himself.

No. 98,322 writes, regarding the "insane use of gongs," that, in his opinion, the bell should not be rung continuously, but one or two sharp taps when needed will attract all the attention necessary. He thinks a four or five-inch gong the best alarm bell yet used.

We near the Christmastide again, —
The time of ice and snow, —
When wives are shopping, while the men
All let their whiskers grow.

NATURE gave the little dog lots of bark to make up for his lack in size.

THE bicycle, unlike the horse, eats nothing, but it must have its bill of air just the same.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE.

ONE YEAR \$1.00

" " Special Club Rate, to League Members only . . .25

Editor: **STERLING ELLIOTT.**

Associate Editor, . . . NIXON WATERMAN.

DECEMBER 4, 1896.

RETROSPECTIVE PLEASURES.



MOST of the happiness of today is born of the pleasant memories of yesterday and the pleasing hopes of tomorrow.

The coming of the snow may at any time make it necessary to forego, in part at least, the joy of bicycling. Yet the drifts can-

not pile up so high but we may, in "the mind's eye," review the many delightful scenes gathered in a summer's wheeling.

When the sleety winds of Winter are tapping the frosty panes we shall turn our faces toward the fire, crackling on the hearth, and in a retrospective mood joyfully look upon pictures

"Where the fields are strewn with the wealth of June
And the sunshine glads the day,
And the boys and girls in the swaths and swirls
Are raking the new-mown hay,"

and between the retrospect of summers that have gone dancing down the primrose paths of pleasure and the dreams of seasons yet to be, we shall snap our fingers at the storm king who for the time being has usurped the right to rule the highways.

Nor is it in the mind alone that the gracious pleasure of a summer's cycling shall linger to make brighter and better the darker days of the season of snows. In a more material manner the effect of

Total number printed this week, . . . **73,500**Sent to paid Subscribers, **70,550**Samples to Advertisers, Exchanges, etc., **2,950**

the strengthening exercise shall be retained in the increased solidity of muscles which through the riding season have served as storage batteries to hold the force and power wherewith to overcome the inactivity of the shut-in season of the winter.

In attempting to credit the winsome bicycle for its many goodnesses, we should not forget the reflected pleasures that are ours long after the wheel itself has been stored away to wait for the coming of another golden summer.

For in its lines the joy we see
That was and is and is to be.

YOU CAN SAVE A QUARTER.

Subscription to the L. A. W. BULLETIN is optional, and in no way a necessary part of L. A. W. dues. It costs but seventy-five cents per annum to be a League member (after the dollar initiation fee is paid), and League members only are entitled to subscribe for the L. A. W. BULLETIN at the special price of twenty-five cents. The price to other than League members is \$1.00. The publisher is pleased to receive the largest possible number of subscriptions from those who take the paper because they desire to read it, but as the subscription price is but a small part of the cost of issuing the publication, the larger part of the necessary income must be derived from the sale of advertising space. The class of advertisers likely to patronize a paper of large circulation are those who make a study of the subject and take pains to "check up" results. It isn't how many copies of a paper are printed, but how many are read that makes advertising profitable. We want you to read the L. A. W. BULLETIN, and ask your friends to read it, but if, for any reason, you don't care to read it, you are doing the publisher a positive unkindness if you subscribe for it. If you are already a subscriber and dissatisfied, you may have your subscription fee refunded by asking for it and giving us the reason, even though you may have already received the paper for eleven months.

CONCERNING ASPHALT.

We would like the address of parties who are thoroughly conversant with the wearing qualities of the different grades of "land" and "lake" asphalt, also names of towns in which both have been tried under similar conditions. Such information will be appreciated. Address the Asphalt Editor.

P. S.—We could not, of course, really afford to have such an assortment of editors as these various addresses would indicate. It is all one man, but he likes to know which letters to open before breakfast and which to keep until after lunch.



IN AN article on "Massachusetts Road Making," the Springfield *Republican* states that not all of the \$600,000 appropriated for road making in Massachusetts has been used, and that a portion remains for the coming year. At present there are about 50 parties at work on State roads in different parts of the State, and nearly 130 miles have been built in the three years that the law has been in operation. The commission will request the Legislature for \$800,000. It has testimony from the different towns that good roads are popular, and many requests have been made by other States as to details in Massachusetts' experience.

A WRITER from Reading, Pa., thinks No. 133,229's idea of road maps excellent, and says he has seen insurance companies' books, containing maps, and in the books a person can, in a few moments, find a map and description of any house in any city, with plans, etc. A person can, by studying them, learn enough about a strange city to prevent being "lost" when visiting it. He adds that, while on a cycle tour, last Summer, through Pennsylvania and New York, he sent home from every post-office a postal card giving the time, condition of his cyclometer, weather, roads, etc. He now has 185 of these cards, and they are a complete account of his last trip.

THE real purpose of arbitration is to show that the other fellow is wrong.



Take thine ease...

Wheels fitted with Palmer tires run more easily than wheels fitted with other tires. Palmer tires are so fast that almost one-half the pedal energy is saved to the rider.

Wheels fitted with Palmer tires do not make their riders walk. Palmer tires are too easily mended when punctured.

Wheels fitted with Palmer tires produce the least vibration. Palmer tires are perfect cushions. They make smooth the rough places.

A 3-cent stamp will get the January "Wheel and Tire." Lots of good things in it.



The Palmer Pneumatic Tire Co.

... Chicago ...

MERCHANTS and business men have come to realize that their ability to do business and compete with other cities depends on the ease and cheapness with which goods can be carted and handled in transit through a city. Good pavements mean increased profits; heavier and larger loads can be handled with advantage. It was not until about thirty years ago that the great commercial cities of Europe first became convinced that their welfare depended on their having suitable pavements. They immediately began to construct substantial pavements on a comprehensive plan. London, Liverpool, Paris and Berlin have spent vast sums for this purpose, and have found these expenditures a most profitable investment, the improved pavements enabling their merchants and manufacturers, by the lessening in the cost of hauling and handling goods within the city limits, to control the markets of the world. The most substantial pavements were laid, and the cost was not considered. These cities also realized the fact that their interests were harmonious with those of the great railroads and steamship companies having their terminals within the city, and that, therefore, depots, wharves and warehouses should be connected by well-paved streets. While these improvements were being made abroad the merchants of this country were losing vast sums of money in trade, due in a great measure to the extra cost they were compelled to bear by reason of the cost of carting goods over bad pavements. — *Engineering Magazine*.

TWO CYCLE ORGANIZATIONS

National Board of Trade of Cycle Manufacturers.

271 Broadway, New York. Telephone No. 4117 Cortlandt.

President,
R. L. COLEMAN.

First Vice-President, Second Vice-President,
R. P. GORMULLY. GEORGE H. DAY

Treasurer, Secretary,
W. A. REDDING. ERNEST R. FRANKS.

This organization has a Mercantile Agency, Collection Department and Information Bureau.



Rubber Tire Association.

President,
THEODORE A. DODGE.

First Vice-President, Second Vice-President,
L. K. MCCLYMONDS. GEORGE T. PERKINS.

Treasurer,
GEORGE F. HODGMAN

Secretary,
KIRK BROWN, 504-506 West Fourteenth St., New York City.

UNIFORM THREADS.

A move is being made to have all manufacturers of bicycles adopt a uniform size and "pitch" for the threaded ends of axles. Although this movement was started by a manufacturer of axles who had a business object, we can see many advantages in the plan which should interest the user. Fitted to each axle are at least two nuts and two hardened steel cones. With all the care that can be exercised by the best makers, any one of these parts is liable to be broken, or the axle itself may break. Even when the axle is perfect, inexperienced persons are likely to use a large wrench and tighten the nut too much, and something suffers, or the same inexperience may leave the nut too loose, and, if not the most perfect fit, it jars off. When these things happen the universal thread would seem to be a blessing to the rider as well as the repairer, as it would save both time and money.

TAKE CARE OF THE WHEELS.

Don't store your bicycle in a damp cellar. Such treatment will injure it more during its idle months than would a year's daily use with proper care. Put it away, when you must, in a dry place where snow or rain cannot reach it. An attic or other room where there is a little warmth is the best place. The bright parts should be protected against the action of the atmosphere by some sort of oil or grease.

SINGLE-TUBE TIRES

It used to be said that

SINGLE-TUBE TIRES

though not easily punctured, were difficult to repair if punctured, but recently-invented repair tools and plastic rubber have made Single-Tube Tires

EASIER TO REPAIR THAN ANY OTHERS. If, then, you want a tire **HARD TO PUNCTURE AND EASY TO REPAIR**

buy of one of the following concerns, who alone are licensed to make them:

The Pope Manufacturing Co.
The Boston Woven Hose & Rubber Co.
The New York Belting & Packing Co., Ltd.
The Revere Rubber Co.
The Diamond Rubber Co.
The New York Tire Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.
The Palmer Pneumatic Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Insd. Wire Co.
The Spaulding & Pepper Co.
The Florida Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.
The Brooklyn Rubber Co.
The North American Rubber Co.

ALL OTHERS
ARE
INFRINGEMENTS

Suits have been brought in every United States Circuit where infringements have occurred.

If further information is desired write to the owner of the Tillinghast patents, Theodore A. Dodge, Equitable Building, Boston, Mass.

SINGLE-TUBE TIRES

WOULD RATS DO THIS?

A correspondent writes that the rats showed such a fondness for the tires of his bicycle that he was obliged to hang it up where it would be out of reach. This is not in harmony with our experience, though we could tell some pretty tough rat stories. However, the writer of this rat tale is at the head of the "circulation department" of a Pennsylvania newspaper, and we feel bound to believe him.

Perhaps this is a good place to work in a remarkable mouse story, which comes to us from a man whose word is considered above par. He hung his bicycle from the ceiling of the cellar, and not far from a swinging shelf on which food was kept. A mouse jumped from the wall on to the tire of front wheel, evidently hoping thereby to reach the shelf. The wheel started, and mouse naturally ran toward the highest part of it. He was able to stay on the top of tire, but could not get enough of a foothold to jump to the wall. When found, next morning, the mouse was very much exhausted, though still running. The cyclometer showed that he had traveled a little over twenty-eight miles.

The number of years one's horse survives,
Depends upon the roads he drives.

"If pigs have to live on frozen dishwater they should have the privilege of squealing."

Don't "get mad;" you lose by it every time.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

FIFTEEN WORLD'S RECORDS:

¼ ML. :20%	3 ML. 5:22
½ ML. :27%	4 ML. 7:15
¾ ML. :44%	5 ML. 9:07%
1 ML. :58%	6 ML. 11:00%
1 ½ ML. 1:10	7 ML. 12:53%
1 ML. 1:39%	8 ML. 14:46%
2 ML. 3:33%	9 ML. 16:40%
10 ML. 18:33%	

MORGAN & WRIGHT
CHICAGO



Old Features of Standard Excellence

New Features of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

*Popular with all who appreciate
superiority in bicycle construction.*



THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

HOW BRAZING IS DONE.

At each point where a piece of tubing enters the forging or other joint which connects the various members of a bicycle frame, the parts are "brazed" together. First, small pins are driven through holes drilled across each connection. These are to keep the frame in shape until it is brazed. Brazing is accomplished by heating the parts to be united until brass will melt and run into the joint. To make the brass adhere to the steel, borax is used as a "flux." When steel tubing is "drawn," as we will describe later, the surface of it is compressed and much stiffness is added to the metal beyond what it would otherwise possess. Now brazing necessitates the heating of the tubing near the joint, which has the effect of "annealing" it, *i. e.*, the heat releases the tension that is put into the steel by cold drawing through the dies, and thus weakens it to a considerable extent. In addition to this the heating, brass and borax cause a roughness of the metal which must be again finished by filing, so that it is by no means uncommon to find that the strength of the tube is reduced one-half at the point where it should be strongest, and to make up for this weakening, "reinforcements" of various kinds are inserted.

The writer believes that a large reward awaits the man who shall produce some kind of solder or brazing which can be used without heating the parts to a red heat. Experimental machines have sometimes

been made with soft solder, which would stand considerable use. A completely brazed joint as now made is much stronger than the tubing, so that some brazing metal which would melt at a lower temperature than the present "spelter" does and yet be enough stronger than soft solder would, no doubt, meet with an extended sale.

A WRITER, from St. Louis, Mo., suggests as a means of advancing the Good Roads cause and adding to the number of L. A. W. members, that in the early part of each year the papers publish a list of all the city, county and State fairs of each State, thus giving the exhibitors a chance to make arrangements beforehand. Then, let local consuls or State officials of the L. A. W. arrange an exhibit for each fair. With a little ingenuity and display, these exhibits would attract much attention and be of great benefit to the cause.

A BICYCLE road between Redlands and San Bernardino, Cal. is talked of. It is to be three feet wide and made by plowing and rolling the track.

A PHILADELPHIA member says that Tincture of Benzoin is the thing to use for removing rubber cement from the hands.

Steal all the Autumn rides you can
Is now the very safest plan.

\$1.25-REDUCED PRICE-\$1.25

BICYCLE APPLIANCE CO.

THE SIMPLEX
TRADE MARK
REGISTERED.

Philadelphia
Bourse,
Room 612,
P. O. Box 984.
PHILADELPHIA.

[PATENTED]

With Tapering Rubber Plugs, Is the Ideal Repair Outfit.

Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.

SIMPLEX REPAIR OUTFIT SENT UPON RECEIPT OF PRICE, **\$1.25**
ILLUSTRATED BROCHURE FREE.

Electric Cloth cleans everything. Try it on your Dirty Cork Handles.
Send 10 cents for Sample Cloth. Descriptive Circular Free. Agents and Canvasers Wanted. Write us.

New Roads and Road Laws

IN THE UNITED STATES,

By GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol., 24mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

STERLING ELLIOTT,

12 Pearl Street - - - Boston, Mass.

Will be sent by mail on receipt of \$1.00.

THE '98 MEET.

Milwaukee, Wis., is talking of the National L. A. W. Meet for '98. There is to be an Industrial Exposition held there during that summer, to celebrate the fiftieth anniversary of Wisconsin's admission to the Union.

A LADY CORRESPONDENT, who enjoyed a "personally-conducted" tour through Europe this Summer, says: "The highways of Europe are delightfully smooth, and take one through all kinds of interesting places. To wheel over them in pleasant company, and with no worry about the way, the hotel, or other of the various details of travel, was an experience that could hardly be appreciated except by one who has been over the ground. A month's tour in Europe is worth a whole summer on the wheel in this country."

W. E. JOHNSTON, Washburn, Ill., recently attempted to pass a team, going in his direction, when one of the horses, wearing a bridle without blinds, kicked him, throwing him from his wheel and wrecking his machine by tramping on it. He advises wheelmen to give horses in traces a wide berth.

"It is better to have loved and lost than never to have lost at all."

If you ride in **fast company** you should have the

Pitch Line Chain.

IT REDUCES FRICTION.
FITTED ONLY TO . . .

It doesn't cut the sprocket to pieces

'97 ORIENTS.

WALTHAM MFG. CO.
WALTHAM, MASS.

L. A. W. Decalcomanias.

This cut shows the design of the decalcomania which several thousand members have already put on their wheels. Designed in six colors, besides gold and silver, it makes an extremely artistic decoration, and should be given a place on the frame of every wheel belonging to an L. A. W. member. Full directions for transferring accompany each cut. A single decalcomania, by mail, four cents; any additional number, two cents each.

Address, L. A. W. Road Department, 12 Pearl St., Boston, Mass.

A NEW JERSEY member says he knows one firm that has sent \$10,000 in freight over other roads rather than patronize a more convenient one, because the latter road charges for carrying wheels. Now that some roads are reducing the prices for carrying wheels, he advises his brother wheelmen to stick to the roads that have all along been good to bicyclers.

The article on Canadian roads in the L. A. W. BULLETIN of November 13th was by mistake credited to J. W. Wuppermann, whose name appeared on the printed letter-head, instead of to Rafael More.

MR. SAMUEL WILLARD BRIDGHAM, of Providence, writes of an amusing incident that he noticed while riding through a very muddy part of a muddy street in East Providence, R. I. A lady cyclist, who was not anxious to ride through the mud, was "trundling" her wheel on the sidewalk, when a policeman informed her that a town ordinance forbade her doing so, telling her she must take her wheel off the sidewalk. *She did take it off*, shouldering and carrying it so that the wheels occupied the entire width of the walk. She carried it thus until she passed the "bad place" in the road, when she mounted and rode off leaving the "bluecoat" petrified.

DRESS properly for wheeling and "never mind the weather."

RECRUITING L.A.W. AMMUNITION

A Chest Protector for Horses.

Made of cotton duck, wool lined, and used as a protection against wind and cold. The horse has always wanted Good Roads, and now the L. A. W. enables him to say so. The L. A. W. will pay the freight on any quantity you order. **20 cents each.**

If any considerable demand is made for them, we will get out some "Rule of the Road" aprons, such as were illustrated in the BULLETIN of Oct. 30th.

We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cts. per book.**

A New Good Roads Pin.



The illustration printed herewith shows the size, general style and outlines of our new Good Roads pin, which has been designed to supercede the ones heretofore sent out.

The League emblem of red and orange, on a background of white, is surrounded by a broad band of royal purple. If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each, plus five cents for packing and postage; over twenty and less than one hundred, one cent each, plus ten cents; one hundred and over, one cent each, and we pay the freight.

Good Roads Shields.



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L. A. W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **gold or silver plate, 30 cents.**

An entirely new ticket holder, transparent on both sides, **10 cents.**

— ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS. —

BARBED WIRE AS A ROAD MATERIAL.

A peculiar condition of things is related by W. L. MacClurg, of St. Joseph, Mo., as follows:

"I came to a point along the Missouri river front where an extensive cut in the bank, by action of the stream, has necessitated the recent moving back of the roadway in order to make it passable. The present line of the road was formerly occupied by a barbed-wire fence, and the District Road Overseer, at the time of removing the posts to establish a new site, failed to take away the wire fencing, and, instead, covered it with several inches of earth. The heavy travel over the road eventually wore away this dressing, and the wire has been exposed to view, in the middle of the road, for a distance of 200 feet, for the past two weeks, a constant menace to both horses and bicycles."

Mr. MacClurg, with the assistance of several other League members, removed as much as possible of the wire, and have notified the authorities.

The Director of Public Safety of Pittsburg is reported as saying that it is the duty of towns and cities to so light its thoroughfares that all users of streets may see and be seen, and no vehicle need carry a light.

A POUGHKEEPSIE, N. Y., member suggests that as a preventive of insults to ladies, some such persons as the "Bowery Missionaries" of former days be employed, who, for a consideration, would thrash any individual pointed out to them. A few good poundings, he thinks, would reduce the number of these cowardly insulters of women.

AFTER describing a serious accident occasioned by two bicycles running into a heavy wagon in a dark, narrow road, a Philadelphia member says:—"I think the above emphasizes the necessity of compelling wagons to carry lights, as well as the light-weight-pneumatic-tired bicycle, which in the writer's estimation is the most harmless vehicle ever invented."

A BOSTON man has sewed two of the ribbon badges of the L. A. W. on his bicycle coat, one on each side of the collar, and says the effect is very neat. He used yellow silk and a fancy stitch.

A SCORE of writers beg to differ with Joseph N. Clark, Jr., who stated that the shortest way to reach York, Pa., from Lancaster was via Harrisburg. They claim that the most desirable route is by the Pennsylvania R. R. Co.'s ferry from Columbia.

Two New York lady members write us that the tour from Kingston to Toronto, spoken of in the "Cycling in Canada" article of November 13th, as being over good roads and through beautiful scenery, is neither the one nor the other. The roads are very poor, except near Belleville, so poor, in fact, that the riders were obliged to purchase a new tire at the latter place. The scenery is not good enough to compensate for the bad roads, and the writers' advice to "would-be" tourists in that locality is "Don't!"

Highest
Grade



Highest
Price

IT FITS THEM ALL

My dear Mr. Cyclist, we are pleased to tell you that we have preserved the very important feature of "simplicity" in the assembling and adjusting of

RECORD PEDALS

A child can adjust them. No pesky little screws to drop out. The Record is a pedal, not a "Box of Tricks."

The Mark and Model of the Time.

RECORD PEDAL MFG. CO.

239 Columbus Ave., Boston, Mass.

LOOKING FOR TROUBLE.

If what "they say" is really true, that all the woes that vex U's men folks are occasioned by the fairer, weaker sex, It might be best for us to go away across the sea—To some strange land where we could dwell in peace and harmony.

But should this ever come to pass, we'll bet a whole year's pay Against a pewter cent that, ere a month had rolled away, That, even though there were no ships to sail the raging main, The waters would be black with men, all swimming home again.

A PHILADELPHIA member writes that a good plan to increase the L. A. W. membership would be for each head of a division to call a monthly meet of members of their district, accompanied by ladies, a spin being taken in the surrounding country, and a social entertainment held at some hall in the evening. Each member to have the privilege of inviting friends.

A MEMBER from Lansford, Pa., thinks all wheelmen should carry lamps for their own convenience as well as that of others. It helps them to pick the best parts of the road and prevents collisions. He also thinks all horse-drawn vehicles, especially those having rubber tires, should carry them.

THOMASVILLE, GA., makes a specialty of being a winter resort for cyclists.

"MONEY talks." What about hush money?

THE
KEY
THAT
KEEPS
IT.



THE FLETCHER HICKORY HANDLE BAR is fitted with a patent key clamp that keeps the bar from slipping—keeps it in any position the rider desires—keeps the rider in perfect control of his wheel. It is one of the brightest ideas of the bicycle age combined with the best wooden bar that nature and science can produce.

A book giving the story in detail sent free for the asking.
BERN & THILIGER, Philadelphia, Pa.

THE PORTABLE STRIKING BAG

Stands in the corner when not in use. Will not destroy plaster. The most effective and beneficial exercise. Can be used by men, women, or child. Small, effective, durable. Rapid in its return. Send for illustrated catalogue free.
HAWTHORNE & SHELLE,
Public Ledger Building,
PHILADELPHIA, PA.



EDWARD DAY and JOHN KINSEY are wheeling from Newark, N. J., to San Francisco. Upon their arrival at Chicago, Mr. Day said that "the L. A. W. should push its good roads fight. In places along the route it is necessary to dismount and carry one's wheel a long distance. I wondered, as I tried to keep my saddle, how these record riders could go at their reported great speed."

CHARLES F. FRY, Philadelphia, says: "I can remember that, back in the eighties, while riding an ordinary, one night, a cat (which is just as good as a rabbit for all practical purposes,) ran through my wheel, and several times a bat flew through it."

A MEMBER writes from Albany, N. Y., that he is surprised to read in the BULLETIN that some members think they get nothing for their money spent in joining the L. A. W., and says that the road books have helped him greatly in saving time and showing the best roads. He adds that riders from Nassau and East Nassau should turn to the left and pass the paper mill, thus avoiding a high hill.

LUNG troubles are apt to afflict horses at this season of the year. They should be made comfortable with the L. A. W. wool-lined Chest Protector; 20 cents.

GRATE stuff—clinkers.

2 The Johnston Two-Speed 2

Can be applied to any wheel.
DUST-PROOF.
Changes from high to low without dismantling.



S. F. HAYWARD & CO.
365 and 367 Canal St.
New York
W. C. JOHNSTON,
62 Broadway Street,
Boston.

2 Call and Examine ... Send for Catalogue. 2

Road Rights and Liabilities of Wheelmen

Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities and towns, for injuries to wheels and wheelmen. The liability of wheelmen for injuries to others. This book cites about 300 cases, and is a carefully-written law book. One volume, pocket size. Price, paper, 50c.; cloth, 75c.; sent postpaid on receipt of price.

Address, **STERLING ELLIOTT, Boston.**



BUY NO INCUBATOR and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their incubator. We will sell you ours on trial, not a cent paid, and a child can run it with a few cents of oil.

We won First Prize World's Fair and we will win you for a steady customer if you will only buy ours on trial. Our large catalogue will cost you five cents, and give you \$140 worth of practical information on poultry and incubators and the money there is in the business. Plans for Brooders, Houses, etc. 25c. N. B. — Send the names of three persons interested in poultry and eggs, and we will send you "The Incubator, Its Care and Repair," a book of 100 engravings and no illustrations, worth \$5.00 to any bicycle rider. Von Colin Incubator Co., Box 658, Delaware City, Del.

NEW CATALOGS "Ideas for Club Pins" and "Class Pins"

Will be sent free on application, by

JOHN HARRIOTT, 3 Winter St., Boston.

Do you want a Perfect Bicycle? We make it —

Catalogue tells all about it. Free by mail.

DUQUESNE MFG. CO.

Makers of distinctively high grade bicycles.

The "Duquesne Special"

Pittsburg, Pa.

"THOSE GONGS."

A bicycle, having attached a large gong, passed the house of a volunteer fireman one chilly night, recently. The sleepy fireman hearing the gong thought that the hose cart had just passed, and looking out of the window, he saw the light of a fire down the street. Visions of a fine of \$2.50 chased each other through his head, and finally chased him, half dressed, down in the direction of the fire at a lively rate. He approached the fire and found it was a pile of brush, and among those who were enjoying the heat was the owner of the gong, which rested peacefully against the fence. We heartily agree with the fireman that such gongs are out of place on a bicycle.

When a wagon is worn out from use on a good road its owner usually has money enough to buy a new one.

SEVERAL papers devoted to the horse have added bicycle departments. This is certainly an interesting pointer.

DON'T put your bicycle away for the winter without first putting it in proper condition to "keep" well.

THERE is talk of English railways making a 50 per cent. reduction in the charge for carrying bicycles.

DIXON'S GRAPHITOLEO

Lubricates not only the chain and sprockets, but also the pins in the links of the chain, which stick Graphitoleo can not do and is not intended to do. For gun locks, for copying presses and for office chairs it is unequalled. If your dealer does not keep it, mention the L. A. W. Bulletin and send 10 cents for sample.

JOS. DIXON CRUCIBLE CO. - Jersey City, N. J.

THE COLFER

MONTHLY PRICE TEN CENTS

Boston, Mass.

The Golfer is an unusually interesting and beautifully illustrated publication. — *The Boston Herald.*

The Golfer is a monthly masterpiece of book-making devoted to the game of golf. — *The Boston Journal.*

PUBLISHED MONTHLY.

One Year	One Dollar
Six Months	Fifty Cents
Single Copies	Ten Cents

THE COLFER, BOSTON, MASS.

HANG UP YOUR WHEEL for the winter, but first clean it and coat it with the famous **THREE-IN-ONE**. Cleans, lubricates and prevents rust. Send 3-cents stamp for sample.

G. W. COLE & CO., 111 Broadway, New York.

STOLEN. "Dayton" bicycle, No. 1519, Model B; 23-inch frame; maroon enamel; M. & W. tires; Brandenburg rubber pedals; adjustable handle-bar; Hunt saddle. Taken from Boston Public Library. Notify Dr. C. W. HUTCHINGS, 41 Mt. Vernon St., Boston, Mass.

DR. J. F. BELL, the local consul for the League of American Wheelmen, is nothing if not persistent, and in the face of much opposition he has secured the required five names to the petition and has served it personally upon each one of the commissioners of Easthampton township. The petition calls for the erection of about fifty guide boards throughout the towns at specified points, to be paid for by the town. If the guide boards are not erected within sixty days after the proper petition is presented, the law provides that the commissioners shall each forfeit the sum of \$25, and the money be used for the erection of the signs. — *Brooklyn Eagle.*

A WRITER from Allentown, Pa., thinks measures should be taken to induce more lady riders to join the League. Ladies, he thinks, would be of great assistance in securing good roads, as they have a way of securing their desired object — particularly where it is to be obtained from the opposite sex. All male members should induce their lady friends who ride to join, as they, as well as the League, would be benefited greatly.

WE HAVE received two unmounted 6 x 8 photos of roads without name of sender. Who are they from?

FOR EUROPEAN TOURISTS.

Since the publication in the BULLETIN of my communication in regard to the Touring Club de France, I have received a great many letters from different parts of the country for application, and inquiries for information. I desire, for the benefit of all cyclists, to give the information on the subject inquired about by persons intending to travel in Europe.

Membership in the Touring Club de France begins with the 1st of January, each year, and applications now made are good for 1897. Persons who desire a permit to enter Belgium with their wheels will so state on making application, as such permit will be forwarded from Paris. The membership card, book and pin will be received in this country from Paris within three or four weeks after application, and if there is not time for persons to receive them here before sailing they can be forwarded to their address anywhere in Europe. The membership card, called "Carte d'Identite," needs to be signed by the member on receiving it, and attested by two witnesses. For its use by French members there is a place for the mayor's signature; but this is not absolutely essential in the case of an American. Any person can attest the signature of a member.

The card has a line for the nature and mark of the machine, and the "genre de bandage" or kind of tire, and the number of the machine. This is necessary, to give a description of the machine, so that you may pass it through by the frontier, and to identify the member and his machine.

I require no reference from any person who is a member of the L. A. W. Ladies may become members of the Touring Club de France on recommendation of their husbands or fathers.

I have many inquiries as to the expense of touring in Europe. The Touring Club de France has a written agreement with hotels in every city and village through France, and the price is designated in their book, and no member should pay more than the price there designated, and the expense of touring need not be more than 8 to 10 francs, or \$1.50 to \$2.00, per day. I traveled nearly three months in Europe this summer on the wheel; from Boulogne sur mer, France, to Belgium, up the Rhine to Constance, over the Alberg route to Innsbruck and over the Brenna to Genoa, Italy. I took \$450 in American Express Company's checks, paid for a first-class passage back on the Kaiser Wilhelm, and brought back \$180; and I went generally to the first-class hotels in cities. One can travel for less if they desire.

I am asked how the hotels compare with ours, and are the little country hotels as bad as ours. I found excellent hotels all through France, Germany and Austria — good food and good service — better than I found in England, and better than the general country hotels of New England. In a French

village I have had a good dinner and a bottle of wine, lodging, a French breakfast and a half bottle of wine; the whole charge was eighty cents. When you go away from the fashionable hotels on the line of travel in Europe the charges are very moderate.

I am asked whether it is necessary for one to be able to speak the language of the country. It is not. It is well to know a few phrases. Your wants are almost anticipated, and everyone can speak the universal language, which strangers will understand.

I am asked if the village wayfarer is courteous to wheelmen. I have never received anything but the most courteous treatment outside of Holland. The humblest peasant is polite and courteous, and all through Germany I was greeted with the salutation, "All heil."

It is well to get the road maps of the country through which you travel, and also Baedeker. In Germany there is published the "Deutsche Strassen-profilkarte fur Radfahrer" in eighty sections, and the person can select the sections through which they intend to travel. They also publish one of Switzerland and one of the Tyrol. There is a road map in France, and also a sectional military map in France. I have some 200 itineraries, published by the Touring Club de France, covering the different sections of France. A list of them is given in the touring book which each member will receive, and they can apply for such itinerary as they desire.

The roads through Europe are excellent. By the German maps which I have referred to, one can ascertain the exact grade of the road, and I have traveled from Cologne to Basle without ascending any hill which I was obliged to walk except one near Bingen, and that one I could have avoided by crossing the Rhine and going to Mainz by the way of Wiesbaden. While the roads are good, they are made of hard flint stone, which tests and wears a bicycle. There are many tires which are good in this country which will not do for English and European travel.

I am willing to give to any members of the L. A. W. the result of my experience and any information which I can, on their writing me, enclosing a stamp for reply. Persons making application for membership in the T. C. de F. should be careful to write their full name plainly, and enclose \$1.50. I will send a number of blank applications for membership to any who may desire them.

FRANCIS S. HENSELTINE, L. A. W. 111,864.

10 Tremont St., Boston.

Delegue Touring Club de France.

There's no flies on the bicycle
'Mid Summer's whispering leaves,
But there's snow flies when the icicle
Is hanging from the eaves.

No. 109,762 keeps the wrinkles out of his stockings by placing a rubber band under top of stocking that folds over, and above the top button on cuff of pants.

"Camera Friends"

Towards the Sun.

Having experimented with "freak" photographs, I wish to differ with No. 46,258, whose advice to amateurs is to avoid taking pictures against the sun. My collection contains very pleasing landscape, and especially marine views, taken in this manner: Best results are obtained about 9 A. M., or 4 P. M., when the shadows are long, pointing the camera directly at the sun, even permitting the sun to penetrate the lens, — giving either a slow instantaneous exposure with the full aperture, or a two-second time exposure with small stop. The result is a typical moonlight view with beautiful effects.

SEWARD, NEE.

W. E. LANGWORTHY.

Carrying a Camera.

I have been taking my camera with me on trips through the county, and it has always been troublesome; if strapped to the frame, the plate holders or film-rolls rattle too much, and if on my back, there is a continual jolt which is very troublesome. I would like to hear from members as to which is the best way of carrying cameras.

EMPORIUM, PA.

J. W. KAYE.

Views in the Catskills.

Mr. C. H. McBride, of Alaphus, N. Y., sends us several photographs taken by him during a tour through the Catskills, last July.



The first represents Pratt's Rocks at Prattsville, N. Y. These rocks were presented, with some twenty acres of land, to the town, by an eccentric

old gentleman, one Zadock Pratt. Mr. Pratt employed a sculptor to decorate them as shown.

The second view shows one of the many beauti-



ful roads in Kaaterskill Park. An admission fee of twenty cents is charged each wheelman at the entrance to the Park, but Mr. McBride assures us that the splendid scenery repays one many times over.

Blue Prints and Plates.

I believe the novice who contemplates buying a camera would save money in the long run by buying a high-price lens and fitting it to a cheap camera, rather than a high-price camera with a poor lens. It will save considerable profanity over the numerous failures, by under-exposure, which we have all indulged in.

Would like information or formula for a "blue print" paper which will print in two or three minutes, producing fine detail; also a dry plate having greater rapidity than those at present on the market.

The camera and wheel go hand in hand.

No. 97-334.

No. 46,258 will, I hope, find in time that some of the finest views are taken towards the sun, especially water scenes. Beautiful cloud effects can be got in this way. I never miss a chance to try for one.

CHICAGO, ILL.

E. D. COXE.

Photographic Reminiscences.

The evening sun slants long upon an Autumn sky. The shadows seem cold and deep as we linger by the old fire-place, looking out through the frost-engraved windows upon the great fields of pearl. Our wheel stands calmly resting in the corner of the great room, and as we walk toward that noble steed and place our hand upon its cold steel frame, our thoughts wander swiftly backwards, and

the scenes of those faded summer days unroll before us.

We think of those bright morning runs between fields of waving corn and the early calmness of the woods. We steal softly on to the old stone bridge, from which we watch the melted silver in its eternal rushing over the rocks and pebbles. Looking out between the tall, sombre trees that fringe those undulating fields, the great windmill stands serenely before us, and, with a turn of the road, we see the old white farm-house with its bright green blinds, nestling in the bosom of the hills, the old rail fence, the weeping-willow trees, the tearful flowers that sparkle in the morning dew. And when we halted at the mill to bathe our sunburned brows and parched lips, the old dog wagged his tail with approval while he drank the water which we drew from the well.

We think of the old farmer's wife, and her big, brown apron, and how she nourished our hungry body with pie and cake and milk. And as we silently mounted our swift-rolling steed, and passed between that long row of trees that leads to the gate, the song of the birds was the only sound save the click of the sprocket wheel. But as we worked the pedals of our mount, with smiling sweetheart or jolly friends at our side, we whistled and sang and told stories; and when at the brink of the hill we paused to glance back at the distant farm-house, the red barns, and cattle resting in the shadow of the corn-cribs, we gave a long, lingering look at the tall windmill, with its flying arms.

Oh, that we could again stand upon that hill, under the burning heat of the August sun, drinking the balmy zephyrs that come floating across the azure seas of old rusty Nature, and again sail, without even an effort, down the serpentine pathway that lay beneath. Alas! we have only a feeble stamp upon the page of memory, which the unerring flight of time will erase from our mind. What would we give for a raveling of that scene! — for something that in the quiet reveries of our easy chair would appeal to our heart and mind, and re-tell the forgotten details of those summer days!

On a cold winter's evening there is probably nothing that appeals more earnestly to the finer sensibilities of the Nature-loving wheelman than to wade through the photographic archives of the past, and draw from their sacred shelves the golden riches of camera splendor, and as we look into their bright faces and read from their polished surface the tales of many happy hours with the wheel, we feel thankful for the patience expended in their making. As we turn each print thoughtfully over, our heart throbs passionately, our pulse beats more fervently, our thoughts grow warmer and warmer, until we carefully lay away the last of that great pile of "lasting reminiscences."

CHICAGO, ILL. HORACE GREELEY SCHWARZ.

The Christmas season comes again.
With "Peace on earth, Good Roads to men."

THE PUZZLING "REVERSE" ROUTE.

A correspondent writes that the road books often instruct riders upon reaching their destination to return by the reverse of the route given. That, he adds, is not so easy for, as often happens, the road forks, while going, it makes no difference upon returning. It is very puzzling. The accompanying sketch illustrates his point, the arrow indicating the "going" route.



There is, however, a simple solution of this problem that our correspondent has doubtless overlooked. Set up at each fork of the road one of the L. A. W. "Helping Hands." They cost little, they will give you the information desired, and they may be the means of inducing some "lost brother" (lost in both senses of the word) to come into the L. A. W. fold.

A MEMBER from Albany, N. Y., writes that the truckmen of that city are very civil, but that the drivers of the private carriages are not only unable to see a wheelman, but after having run one down are deaf to his complaints. He suggests that men be employed who have the possession of their faculties.

"The Chinese must go" and take their lanterns with them. A Philadelphia magistrate fined a wheelman \$7.50 for carrying that sort of a lantern contrary to rules. This officer probably does his duty not wisely, but a trifle too well.

A MEETING of Good Roads advocates was recently held in Sacramento, for the purpose of forming a State Good Roads League, with headquarters at the above city. The idea of the League is to promote sentiment in favor of improved highways and to secure practical legislation to that end.

A NUMBER of the streets of Kansas City, Mo., are washed each night by a stream of water from a hose. A regular gang works all night, and in the morning the streets are much cleaner than they would be were they swept. The water is thrown with great force, and every particle of dust removed. The citizens are delighted with the innovation.

INCLUDED in the French budget of public works for 1897 is the sum of 250,000 francs for horseless carriages for the public service.

GEAR AND CRANK.

In the BULLETIN of the 13th ult. I notice an article on the question of gears, length of crank in proportion to the length of leg, and desire to say a few words on the same subject.

C. F. C., No. 127,806, has submitted a table of measurements which, although it might suit a few riders, would not do at all for us to follow.

I have tried all lengths of cranks in conjunction with high, low and intermediate gears for several years, and have at last settled upon 70-inch gear and 6½-inch cranks.

I am the possessor of a pair of 36-inch legs, and have had a vast amount of trouble in finding the proper length of crank and correct gear to suit them. Some tall riders secure the best results from short cranks and medium gear, say 68 or 70-inch, while others go to the extreme limits, and ride with 88 or 90-inch gear and from 7 to 8-inch cranks.

I have reason to believe that a great many riders are using higher gear than they should, and would do far better if they reduced it.

During the greater part of this season my brother and myself rode 66½-inch gear and 6½-inch cranks and found that, although the gear was a trifle too low for us, we could soon distance all but the very strongest riders in making cross-country runs. We have ridden this gear with other riders who used gears ranging from 72 to 88 inches, and at the beginning of a long ride they would laugh at us and say that we would soon tire ourselves with such low gear, but we climbed hills which everybody else walked, and we finished the run hours ahead of the high-gear riders.

High gears are a great mistake, and not one man in a thousand is really able to push an 88-inch gear.

If high gears are proper, why is it that the low-gear riders leave the high gears so far in the rear? As I have often been told, my feet go round like a pin-wheel, but, even if they do, that does not tire me, but a high gear does.

Gears, like the other parts of a bicycle, are undergoing a large amount of experimenting, but, like the featherweight machine and the small tires, they will reach the proper basis in a year or two.

Many riders are, today, wearing themselves out with exceedingly high gears, and from the present outlook we are to have higher gears than ever next season.

I would say that 6½-inch cranks are the proper length for most riders, and 7-inch cranks for the few who like to have their knees come well up under their thighs, for, unless a rider has very long legs, a 7-inch crank will certainly raise his knees to an uncomfortable height.

The proper gear to use is that which the rider feels and knows he can ride on all ordinary hills, without bringing any undue strain upon his system.

We want to use gears that are correct for all kinds of road riding, and not merely for level sand down grades.

We find that nearly all of our great athletes die young, and we know the cause to have been overstraining of the muscular system.

They do not seem to know when they have reached their limit of strength, but the glory of holding records urges them on to such deeds that at last their over-taxed systems collapse, and down they go, soon to be forgotten in the mad rush of others, who strain every nerve to do even greater things. Bicycle riders are following in their footsteps, and, in this case, it is a far more serious matter, as it is only a matter of time when everybody that can ride a wheel will do it, and if so many riders continue straining their systems in riding gears beyond their strength, it is bound to bring about a state of affairs which will seriously affect the health and strength of our nation.

Excesses of any kind are injurious to the health, and I most certainly consider that many riders are going beyond their strength in riding high gears, which are bound to result in sickness and poor health sooner or later. In concluding, I will say to all riders, ride for pleasure, health and exercise, and always have, after the trip is finished, a small surplus of push up your sleeve for the next time, and do not think because somebody else pushes 80-inch gear over all kinds of roads that you can do it, too, because the chances are that such a gear is severely taxing the rider's strength, and might, in your case, do your health serious injury. If you come home from a run, tired and fagged out, rest assured that, if continued, such riding will put you on your back in bed, and perhaps end in serious sickness.

CHAS. L. BRYANT, No. 43,717.

PHILADELPHIA, PA., Nov. 17, 1896.

GASLIGHT is a good thing, yet lots of people turn it down.

A PENNSYLVANIA member writes that a patent garter will be put on the market before the Spring riding season opens, which will be a boon to wheelmen who "suffer with loose stockings that won't stay up." The ad. will appear in the BULLETIN later.

A MEMBER, from New York, asks us for some method of cleaning his hands after taking apart and oiling his wheel. He says, "from oil, graphite, pay dirt and plain mud, they are in such a condition that ordinary rubbing has little effect."

THE London Times puts next year's American imports of cycles at 40,000.

A LONDON justice recently sentenced two bicycle thieves to six months' hard labor.

A SCOTTISH cycling paper estimates that the cycle factories of the United Kingdom are now equal to a production of 750,000 machines a year.

CYCLING IN GERMANY.

Complaints are frequently made by traveling American bicycle riders touring through Germany of obstacles and delays caused by the very rigorous laws governing the use of bicycles on the public roads in that country. For the benefit of such tourists, United States Consul Sawter, at Glanachau, cites a few of the stricter rules which cyclists are called upon to observe throughout the Empire. Cycling on public streets and roads, particularly in Saxony, he says, is subject to minute and carefully-enforced police regulations, which in many places prohibit altogether the use of brakeless machines. The roads, with but few exceptions, are perfect, and wheeling is smooth and easy, but on account of rainy weather, which prevails most of the year, wheel guards for wet days are indispensable. Every machine must, in the first place, have an open plate or shield affixed to the brake rod or handle-bar, and be provided with a spring lid, on which is engraved, in clear lettering, the name, profession or rank and residence of the rider. In lieu of this Consul Sawter suggests that the rider's card and address be attached to the handle-bar, which would comply with the law and would temporarily answer every requirement. The alarm bell is, of course, demanded everywhere. The law requires that the lamp be rather highly placed on the wheel, and kept lighted from within a half an hour after sunset to half an hour before sunrise. Furthermore, the light must shine through uncolored glass. Each bicycle must be provided with an easily-managed brake, operating quickly and powerfully. Cycling on roads exclusively intended for pedestrians or on the elevated footpath and highway is strictly prohibited. Two bicyclers may ride side by side when it can be done without blocking the thoroughfare or annoying other riders or vehicles; otherwise, single file is the rule. More than two machines abreast are not permitted under any circumstances. When meeting other bicycles, overtaking them or when approaching passages of the road where it is not possible to see a long distance, or when reaching a steep descent, the cyclist is obliged to give frequent signals with his bell, as a matter of strict precaution in avoiding collisions. Moderate speed must be maintained at all times. Scorching is forbidden on all German highways. At very steep down grades the cyclist must dismount and guide his wheel until the descent is passed before remounting. Cyclers are also required to dismount at any time if called upon by police officials to do so, and are obliged to give such officials any information they may demand. For disregard of any of these regulations a fine not exceeding 60 marks or \$14.28, with imprisonment in jail for not more than two weeks, or both, may be inflicted for each offence. — *Philadelphia Public Ledger*.

And Walk Back.

If the cheapening process keeps inching along
There's no telling what fakirs will do.
We have n't much doubt folks will *try* to ride out
On a bicycle built for two (dollars).

A DOLLAR'S WORTH.

I want to take some exceptions to our estimable brother and traveler, who signs himself "Reformer."

He says the members he talked with don't get enough for their money, that the chief consul gets it all, and we don't know what he does with it. The idea is ridiculous; we pay one dollar per year and don't get our money's worth!

Now, in the first place, he don't say anything about the thousands of bicycles all over the country that cost each member from \$10 to \$25 a year, and what do they get out of it? A social time and perhaps a half-dozen century runs during the season, and, when the Fall comes, each member is assessed to pay any deficiency that has shown itself.

How much do the cycle clubs do towards the improvement of the highways? As if they could be compared with an organization so wide-spread as the L. A. W.!

Now, what has the order done for their money, and what have they to show for it?

Look at the great improvement in all the roads throughout the country, especially New England and the Middle States. Look at the wide-spread interest the farmers of this country are taking in having their attention brought to the condition of their roads by the L. A. W. (I have traveled some myself and talked with them about it), but especially look at the suburban roads leading from our large cities. Why, I can cite cases right in my own city where the fixing up of a few roads will more than pay me if I pay the chief consul my dollar for the next fifty years.

Now, to be serious, the L. A. W. members in all the cities and towns can have a great influence in having our roads kept in proper condition.

Notice the fairness and honesty with which all notable track races are managed under the auspices of the L. A. W., the advantages he has at all the Meets, the discounts he has at all the hotels, — if he will take the trouble to show his ticket.

And last, but not least, of all my own experience in traveling this summer: I went into Canada, had no trouble about depositing money, just simply showed my ticket, was met everywhere with cordiality and friendliness when they knew I was a member of the League. And best of all, I have the honor to belong to one of the grandest organizations that is working for the interests of all us wheelmen, to promote one of the most health-giving sports on earth, and for the benefit of the community at large.

Don't let us hear any more about what we get for our paltry dollar a year; suffice it is, that we have good and honest men at the head of our institution who ought to be well paid to attend to wants of the members and especially your humble servant.

LXXX.

WESLEY L. NEWHALL.

The Handle Variety.

Now since through vale and over hill
The ladies wheel afar,
Although they don't read Blackstone still
They practise at the bar.

Don't abuse your wheel merely because it is not a living thing. No one but a fool wilfully injures property.

NEXT to the bicycle the horse is man's best friend. Prevent cold in his lungs by means of the L. A. W. Protector.

JUST TAILOR-MADE.

NIXON WATERMAN.

If George and Martha Washington were with us here, today,
Attired in the fashions just at present holding sway,
I wonder if we'd know them should by accident we meet
The quite distinguished couple as they sauntered down the street.



Give George a cane, a "stovepipe" hat, an eyeglass, and then see if you can trace, in him, the boy who hacked the cherry tree; Let Martha don her bloomers, or her "knickers," if you like, And try to recognize her as she "scorches" on her "bike."

In the beginning, so they say, the Lord created man,
But ever since the tailor has been altering the plan;
And Eve who was the first to set the fashion, we suppose,
Would scarcely know her daughters in their present style of clothes.

"For the apparel oft proclaims the man," good Shakespeare wrote:
Put George in baggy trousers and a long Prince Albert coat,
Then try to paint a picture of the father of his land!
Oh hully gee! He looks more like a dressed-up hired hand.



So while on George and Martha we are willing to bestow
The homage richly due them, yet we very clearly know
That when we dress them up in clothes the same as we must
don
The reverence their pictures wake is very largely gone.

IT HAS never been decided which is the most popular American bird. A great many persons have chosen a lark or a mockingbird, but a much larger number have picked a chicken.

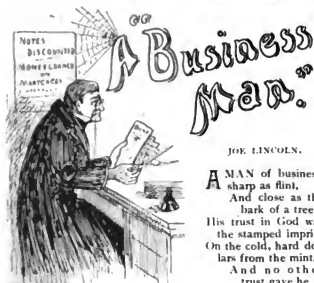
IF YOU contemplate fighting a duel you will do well to change your mind.

SOME people have such mean little thoughts it would require half-cent pieces to change their minds.

THE one great advantage of long engagements is that they shorten the wedded period just so much.

IT MAKES a fire feel much put out to have the engines get the better of it.

A spring bed is n't so good as one that can also be used in the Autumn and Winter.



JOE LINCOLN.

A MAN of business,
sharp as flint,
And close as the
bark of a tree:
His trust in God was
the stamped imprint
On the cold, hard dol-
lars from the mint,
And no other
trust gave he

He looked on this world as a bargain store
In which love had no part;
And those who dealt with him say he bore
"No admittance except on business" o'er
The way to his business heart.

Scheming and planning he won his gold,
Flattered by all who saw him.
Until one day, as I've been told,
Somehow or other, he caught a cold,
And it did the business for him.

The funeral was business-like, they say,
And the mourners few, for oh!
The men he'd met "in a business way"
Had "fish of their own to fry that day,"
And were all too busy to go.

And there, where the weeds
grow rank and tall,
He lies, and his soul 'is
— where?
Well, — not in Heaven, for,
after all,
If he had a soul 't was so
mean and small
"T would have had no
"business" there.



A PHILADELPHIA member writes that his wife met with an accident, and wheelmen and women passed by without offering any assistance or asking if she were injured. The lady is a League member, too. Fie on you, you ungallant Philadelphians. And you call yours the city of brotherly love.

Don't let a flurry of snow scare you off the track. It's too early to say, "bye bye, bicycle."

SINCE cycling is so popular, the "forks" in the road are much more numerous.

LOVE is too serious a thing to be treated lightly. That's why the young people turn the lamp down somewhat.

SOME bicycles rust more in winter than they wear in summer.

"I'm so all run down," said the clock in its peculiar dialect, "I wish someone would wind up my affairs."

THOSE who put on too much style put off the bill collector.

BEWARE of Winter drinks. It was a sling that killed Goliath. It was too hot for him.

THE plumber's bill is a poem written in gas meter.



Morrison's *Bicycle Ice Creepers*. For winter use; sample, 20 cents; facts free. W. T. S. MORRISON, Manufacturer, Cornish, Me.

We will exhibit at the Chicago Cycle Show on space 347. Owing to our inability to secure a satisfactory position at the New York Show, we shall show our full line of '97 Clippers at the Murray Hill Hotel, parlors 336, 338 and 340, third floor, facing elevator, where we shall be glad to meet our friends. GRAND RAPIDS CYCLE CO., Grand Rapids, Mich.

The UNION Line for 1897.

The factory of the UNION CYCLE MFG. CO., at Highlandville, Mass., is rapidly getting into shape to supply the demand for UNIONS, which are becoming more popular year after year. The splendid qualities of their wheel is so well known that UNION has become synonymous with strength and quality. The line for 1897 will consist of the UNION SPECIAL Racer, at \$125.00; the UNION SPECIAL, and the UNION Ladies' and SPECIAL, both at \$100.00; the UNION CRACKAJACK II. and the CRACKAJACK'S SISTER, both listing at \$75.00; and a UNION Tandem, at \$150.00. The CRACKAJACK III will be equal in quality with the 1896 CRACKAJACK II, while the SPECIAL will be vastly improved and contain many features of undoubted worth. It will be a thoroughbred: flush joints, superior to anything heretofore produced; handle-bar and seat-post fastening that are simple in action, yet perfectly secure; single-piece crank-axle and cranks; crank bracket of improved style, with ball-cup adjustment, easy to adjust and absolutely secure when adjusted; the Record Adjustable Pedals,—they have no equal,—and many other good things.

The catalogue, now in preparation, will tell you all about them. The travelers of the Company will call on the trade very soon. A large number of contracts have been closed, and live agents desiring to handle a thoroughly satisfactory up-to-date wheel should put in their applications at once.



SOME AMERICAN JOKERS.

The American people are immensely fond of a good joke, and the practical joker pleases them best of all.

Among our most prominent jokers are the street commissioners of the many cities scattered throughout the land. They are awfully clever, don't you know. The tax-payers give them large salaries to look after the comfort and convenience of the people who use the thoroughfares for the purpose of getting about from one point to another. The "people," in this case, include wheelmen along with others.

But do the commissioners always look after the condition of the streets to the best of their ability and to the greatest degree of comfort of all concerned?

Well, hardly. They are really not to be taken seriously. The mere fact that they are elected or appointed to do certain things is no reason why they should do it, so they think.

The fact of the matter is, a public office is a public joke. They "jolly" the people, while the appropriations for street cleaning and repairing goes! Tell us, ye winged winds, where, oh, where, does much of it go?

And the country road supervisor, or committee-man, is a smaller but more numerous joker. No one really expects him to look after the roads, and so he never surprises or disappoints them.

But there is such a thing as carrying a joke too far. The dirty street, bad-road joke, has about reached the limit. People are turning from jest to earnest. They are tired of "fooling."

Every man who rides a bicycle is serious when he says he wishes clean, smooth streets and good, hard roads. Every thoughtful, humane owner and driver of horses insists on the same thing. Every farmer who does not care to sink the profits of his fields in the muddy roads to market wants better highways. Every up-to-date thinking person is in favor of them.

They are going to take a more serious view of the duties of those who are supposed to look after the streets and highways. People want good roads, and they will endeavor to employ practical, intelligent business-like means of getting them.

How are the roads and streets in your vicinity?

ARITHMETIC AND COMMON SENSE.

Now that the farmer cannot get enough for much of his products to pay cost of hauling to market, it is perhaps pertinent to remind him again that much of the cost of transportation can be reduced by a sensible repair of the roads. An immense amount of elementary knowledge on the subject has been evolved, enough to make the head swim, and we have been told enough about gradients, etc., to make some people think that highways cannot be improved, except under the direction of high-priced engineers, payment of whose services will eat up much of the tax levied by the county. The present generation will see comparatively little accomplished under the general law, unless it is supplemented by a liberal infusion of gumption furnished by tax-payers at large in the rural districts. The townships in this county have levied for many years past from four to ten times the amount of road tax levied by the county commissioners this year, and in most cases it has been a useless expenditure.

A little mixture of arithmetic and common sense will suffice a supervisor in making a grade. The Appian way is one of the best-graded roads in the world, and it antedates the Christian era, reaching back to a time when engineering, as a science, was scarcely known.

But more important than grades at present is the manner of making roadbeds. Any farmer knows that clay land, when packed by hauling heavy loads over it for a time, becomes so firm that ordinary wheeling over it has little effect to cut, even in quite wet weather, if the water is not allowed to stand on it, consequently the average country road can be kept in fairly good condition if thoroughly drained on both sides and kept high in the middle. Any observant person can verify the assertion by driving a dozen miles from Pittsburg in any direction. Whenever he strikes a well-drained piece of dirt road he will find it in good order, unless unusually heavy burdens are drawn over it. But in many places he will fail to find any drain, except, perhaps, in the middle of the road, where floods have been allowed to make their own channel.

The second measure suggested by common sense is the clearing of the roads of all stones, unless enough are put on to thoroughly macadamize. The prevalent practice is when a mud hole has been worn in a road to fill it with stones, and they are not usually broken fine, either. The result is that after the next wet spell following the filling there will be two mud holes instead of one — one on each side of the first. Even a stone but four inches in diameter allowed to lie on a road has often been the cause of a disagreeable mud hole. The average supervisor patches these holes in the objectionable way mentioned, puts in an occasional culvert, and then finds his appropriation exhausted. Frequently it does not amount to more than \$60 a mile, but with the strong road plows now in use much draining might be done even on this scant appropriation. Collier township last year successfully used a trac-

tion engine to pull the road plow. Although millions of dollars have been spent patching the township roads in this county, they are not in as good condition today as they were in 1856.

In road-making there can be found profitable use for many free (?) silver dollars, but the present system of highway management belongs to the seventeenth century, and, in addition to being enormously wasteful, is almost useless. — *Pittsburg Post*.

ENGLAND'S GOOD ROADS.

There are the finest roads in England to be found anywhere in the world, and there is nothing to disfigure them. There are no ditches at the side; there are no ruts and pools in the centre; there is no wayside litter, and the fences are either stone walls, covered with vines, or neatly-trimmed hedgerows. The commonest English road is evenly bordered with turf, and is kept in such perfect order that it might be claimed by the wealthiest land baron as an ornamental drive on his ancestral estate.

I have no hesitation in declaring that the secret of the perfect condition in which English roads are found at all seasons of the year is unrelenting care in keeping them in order. Some of the roads leading out of Bath were originally made by Romans, and all the other highways, whether old or new, are of scientific construction, with deep foundations and ample provision for drainage; but neither antiquity nor the road-maker's art would protect them if they did not receive constant supervision and daily care.

One of the most important functions of local government in England is systematic oversight of the roads. Every county council has a standing committee on roads which takes charge of the highways and keeps them in repair at the expense of the rates. The committee is a large one, and is subdivided into a series of small committees, each with its own district. There is an inspector for every division of the county, and he employs a force of road-menders and holds them responsible for the sections of the road assigned to them.

The road-mender lives in a cottage on the line of the highway which he is required to keep in order, and is constantly at work. He is at once a scavenger and a road-mender. He goes over the road every day and removes, in a barrow, everything that is unsightly. After a heavy rain his trained eye detects signs of wear at points where the water does not drain off rapidly, and he mends the break and restores the level by dumping a load of flint where it is needed. Supplies of material for road-mending are in reserve every half mile, where flint has been carted, broken up and left for his use. He watches his section of the road all the year round, and keeps it neat, tidy, free from litter and in perfect repair, and he receives a sharp warning from the inspector if he neglects his work. This is the English system,

and it may be recommended to American reformers for efficiency and economy.

A few days ago I took a long stroll up the Lansdown Road to see Beckford's Tower, from the lantern of which one of the broadest prospects in Somerset and Wiltshire may be had on a clear day, and, in returning to Bath, I made a detour to an ancient village, secluded from observation in a heavily-wooded hillside, and apparently unaware of the existence of the outer world. It was the hamlet of Charlcombe, with a tiny Norman church under a wide-spreading yew tree, which has been reputed to be the mother church of Bath Abbey, with its fantastic Jacob's Ladder. It was a deserted village, without sign of life; one could walk from one end of it to the other without hearing a voice or seeing a human face. A few miles beyond it was Longridge, another village slumbering peacefully in similar isolation on the eastern slope of Lansdown. These hamlets were approached by a lonely road overhung with trees and bordered with stone walls and high hedges. There seemed to be no farming occupations, and there was not a vehicle of any kind moving, nor hardly a stroller by the wayside. Yet the road leading to these somnolent villages was in as perfect condition as though the Queen of the realm were expected to make a triumphant progress over it on the morrow. There had been heavy rains in the week, but there were no pools of standing water in the road and no slimy trenches at the sides. There was no mud to tarnish a carriage wheel, if one were to be driven over it; there were no stones in the road to trip up wheelmen; there were no fallen trees or decaying stumps by the wayside; there were no signs of neglect at any turn. A faithful roadman living close at hand was hired by the county to keep the road in order, and he did his work so well that it was a source of comfort and delight to every one passing over it.

The English people have them because they pay for them in local taxation and insist upon having them kept in order. The poorest rustic loves the country road which leads to his humble cottage. It is his pleasure ground — his rightful share in the goodly heritage of a well-governed county. — *L. N. F., in New York Tribune.*

FROM classic Cambridge comes serious complaints of the condition of Massachusetts avenue above Porter's station. This part of the avenue was dug up a few months ago for the relaying of gas and sewer pipes and car tracks, since when nothing worth while has been done to put the avenue in decent shape again. Considering the prominence of the locality, the picture after a rainfall is another example of neglect on the part of the city and the corporations whose misdoings on the people's thoroughfares it is supposed to look after.

THE farmers of Sanilac Center, Mich., are tired of seeing their road sink out of sight and become a fathomless sea of mud, and a plan is being agitated to build a good road of crushed stone and gravel.

BADGES AND BUTTONS.

L. A. W. BADGE.
violet purple rim, Gold \$2.00.
Heavy plate, \$1.00. Sent by in-
sured mail.



BADGE FOR THE LADIES.

We have had a few ladies of the standard quality with a turquoise instead of a garnet. We recommend these for the ladies, and can supply them in the two-dollar badge only.



OFFICIAL CAP PIN.

Size of cut. Enameled front
in colors. Mailed to any ad-
dress for thirty-five cents.

OFFICIAL
LAPEL BUTTON.

Mailed to any address for
twenty-five cents. The same



button with each pin for ladies' use.
Send orders for the above to

ABDOTT BANSETT
12 Pearl St., Boston Mass.

Don't send postage stamps.

VETERAN BAR.

Any member who has been
connected with the L. A. W.
for ten consecutive years is
entitled to wear the bar.
The bar is of gold, with the
word "Veteran" in enamel.
Orders must be sent to the secretary accompanied
by the price of bar, \$2.50. Bar with gold badge at-
tached, \$4.50. Members holding numbers less than 3500
can place orders for the bar with their renewals.

We have a new ticket holder, simple in design and
moderate in price. It is of celluloid, steel bound, and
exhibits both sides of the ticket without exposing it
to wear. It will be sold for ten cents.

L. A. W. RIBBON LABEL.

We are now ready to supply a very handsome decora-
tion for a L. A. W. Ribbon. We have a label four
inches long and one inch wide, with the letters L. A. W.
and the League emblem woven in the goods. The let-
ters and emblem are old gold on royal purple. The
label can be applied to the ends of a long ribbon for
the handle-bar; it can be used on a hat band, on the
collar, on a sweater, and for a score of purposes.

We will supply them by mail at the following prices:

One label, 10 cents
Two " 15
Four " 25
We will furnish a handle-bar ribbon, 7/8 of a yard
long, with label on each end for 50 cents.

We cannot accept postage stamps for these. The
label is small and can be mailed with as much safety as
any.

Send orders to:
ABDOTT BANSETT,
12 Pearl St., Boston, Mass.

RACING BAR.

Declared Professionals.

Vingo Hall, Omaha, Neb., clause (c).
H. H. Weise, Philadelphia, Pa., clause (b).
Harry Johnson, Newton, Kan., clause (b).
H. O. Ferguson, Newton, Kan., clause (a).
Dan Gracey, Newton, Kan., clause (c).
John Faecher, Newton, Kan., clause (c).
A. Talbert, Hartford, Conn., clause (a).
Harry Holtzman, Evansville, Ind., clause (a).
Hugh T. Whitehead, Memphis, Tenn., clause (d).
Wm. H. Whitehead, Memphis, Tenn., clause (c).
Horace Slater, Phoenix, Ariz., clause (a).
Walter Daniels, Butte, Mont., clause (a).
H. Kerr, Butte, Mont., clause (a).
Harry Day, Butte, Mont., clause (a).
W. O. Ferguson, Butte, Mont., clause (a).
W. B. Laxson, Butte, Mont., clause (a).
Pierce, Butte, Mont., clause (a).
H. B. Stevens, Philadelphia, Pa., clause (f).

Suspended.

First, July 1, '99, unsanctioned races—Walter Daniels,
H. Kerr, Harry Day, W. O. Ferguson, W. B. Laxson,
Pierce, E. A. Law, Hensley,
W. C. A. Southwick, C. W. Reber, Keefe,
Butte, Mont.; J. F. Kennedy, D. J. Davis, A. B. Day

ley, L. LaFontaine, H. Lemble, Thomas Leonard,
James Lyons, R. Ryan, J. Kauffman, A. S. Church,
J. R. Hopkins, J. R. Morgan, B. J. Morgan, An-
sonia, Mon.; Kent Clark, Hugh Clark, C. W. Chat-
ten, Thomas Hathaway, Floyd Hyde, George Wall,
The Leiner Missoula, Mon.; Milburn,
Schwartz, Ireland, Lamberton,
Brown, Taylor, Harmon, Harring-
ton, Rabcock, Butler, Miles City, Mon.

Suspended Pending Investigation.

Thos. W. Eck and John S. Johnson, Minneapolis,
Minn.

WISCONSIN DIVISION.

CLERK REPRESENTATIVES.

LaCrosse County Wheelmen—Willwald Oh, Frank
S. Walker
Appleton Cycling Club—Ralph Pomeroy, P. M.
Racine Athletic Association Wheelmen—J. R.
Jones, Jr.
Neenah League Club—A. W. Anderson.
Kaukauna Cycling Club—G. H. Reese.
Pastime Cycling Club, Green Bay—A. B. Fontaine.
Calumet Club Wheelmen, Milwaukee—A. G. Max-
well. Respectfully,
M. C. Rotter, Chief Consul.

WISCONSIN DIVISION.

M. C. ROTTER, Chief Consul.
Dear Sir:—I hereby desire to resign from the office
of secretary-treasurer to which I was recently elected,
this resignation to take effect immediately after the se-
lection of my successor.

With sincere regrets that my business interests pre-
vent me from taking care of this office, and best wishes
for a prosperous administration, I am,
Yours very truly,
GEORGE K. MEAD.

APPOINTMENT.

I hereby desire to notify the members of the Wiscon-
sin Division, that I have appointed Sam J. Ryan of
Appleton, to the office of secretary-treasurer for the
ensuing year, to succeed George K. Mead of Sheboygan,
resigned.
M. C. ROTTER, Chief Consul.

TERMINATION OF RENEWAL OFFER.

With the new administration, beginning December
1st, I desire to make known to the members of the Wis-
consin Division, that the free renewal offer which has
been in force for the past two years will be discontinued.

I may add that some desirable prizes will be offered
the coming year for adding new members to our roll.
Very respectfully,
M. C. ROTTER, Chief Consul.

WISCONSIN DIVISION.

This is to certify that at a meeting of the Appleton
Cycling Club, held on the 25th day of November, 1902,
the following named member was elected from said
Appleton Cycling Club to the State Board of Officers
of the Wisconsin State Division, L. A. W., for the en-
suing year in place of Sam J. Ryan, resigned:
PERCY M. CONKEY.

In witness whereof we have heretofore subscribed our
names this 25th day of November, 1902.

C. L. MARSTON, Pres.
H. E. POMEROY, Sec.

APPLETON, WIS., NOV. 25, 1902.

WISCONSIN DIVISION.

BOARD MEETING.

The annual meeting of the Board of Officers of the
Wisconsin Division will be held in Milwaukee at the
St. Charles Hotel, on the afternoon of Dec. 15, 1902.

The following is a complete list of those who are
entitled to a vote in the proceedings:

Chief Consul: M. C. Rotter, Milwaukee.
Vice Consul: Dr. D. S. McArthur, LaCrosse.
Secretary-Treasurer: Sam J. Ryan, Appleton.
State Representatives:
H. P. Andrae, Milwaukee.
S. H. Baird, Neenah.
H. E. Pomeroy, Appleton.
W. H. Field, Green Bay.
Ben Hooper, Oshkosh.
H. Van Arsdale, Racine.
N. F. Lingquist, Marinette.
Louis Vierron, Milwaukee.

MASSACHUSETTS DIVISION.

MASSACHUSETTS DIVISION REPRESENTATIVE TO 1903
BOARD OF OFFICERS.

674 Warren Bicycle Club, Warren, Mass.; F. L.
Atwood. A. D. PERK, Sec.-Treas.

OHIO DIVISION.

The election by the Lohdell Cycling Club, No. 96,
of Chas. F. Henry, as club representative, has been
duly reported to me.
ARTHUR B. HOWSON,
Sec.-Treas. Ohio Div.
CHILLICOTHE, O., NOV. 21, 1902.

OHIO DIVISION.

To Ohio Members: Greeting:
The officers of the new administration are anxious to
secure the hearty co-operation of the members in their
efforts to place Ohio in the front ranks. If they suc-
ceed, there is no reason why she should not be as
prominent in the L. A. W. as she has been in war and
politics. Are you willing to do your part? Don't wait
for some one else to wake us. We need a wide-
awake consul in every locality in the State. If the
members in each locality will get together and select a
good man for the place and send his name in to the
representative in charge of the district, they can help
the good work. At the Board meeting, to be held at
the Park Hotel in Columbus, at 8 P. M., on Saturday,
December 13th, the State will be readmitted, and each
district will be placed in charge of a representative
whose name and address will appear in the published
report of that meeting. Look for it!

WILLIAM D. KEMPTON, Chief Consul.

NEW YORK STATE DIVISION.

STOP THIEF—\$25.00 REWARD

Will be paid for information leading to the detection
and conviction of any person guilty of stealing a bicycle
from any member of the NEW YORK STATE DIVISION.
By order of the board of officers.
ISAAC B. PUTTER, Chief Consul.
VANDERBILT BUILDING, New York, N. Y.

Stolen. Lady's "Phoria," No. 1444. No. 16,541.
The property of C. A. ANDERSON, L. A. W. #6724.
765 Pine Street, New York, N. Y.

NEW YORK STATE DIVISION.

To the Members of the Board of Officers:

The annual meeting of the Board of Officers (al-
ready announced in the BULLETIN), will occur on Mon-
day evening, Dec. 7, 1902, at 8 o'clock at the GRAND
New Hotel in this city.

Chairmen of Standing Committees are requested to
present their official report at that time.

Very truly yours,
ISAAC B. PUTTER, Chief Consul.

UTAH DIVISION.

Herewith are the names of the Racing Board of Utah
Division for the ensuing year, some having been elected
at the annual meeting held Oct. 5, 1902:

George B. Branson.
H. W. Pierce.
L. C. Van Voorhis.
W. E. Lake.
R. L. Conely.
W. S. EVANS, Sec.-Treas.

CONNECTICUT DIVISION.

OFFICERS 1902-1903.

Chief Consul: P. W. Westlake.
Vice Consul: W. A. Howell.
Secretary-Treasurer: L. H. Sweet.
Representatives:
R. F. Kelsey, Hartford.
A. W. Knapp, Bridgeport.
E. W. Wynn, Waterbury.
F. Cottrell, Wallingford.
J. H. Alderton, Norwich.
W. P. Jordan, Willimantic.

CLUB REPRESENTATIVES.

Hartford Wheel Club—T. W. Laiman, D. C. John-
son, F. W. Starr.
Torrington—J. H. Hammond.
Rockville—W. S. Irwin.
HARTFORD, CONN.
L. H. Sweet, Chief Consul.

ILLINOIS DIVISION.

OFFICE OF SECRETARY-TREASURER.

Certificate of election of club representative from the
Danville Cycling Club, League Club No. 720, Danville,
Ill., of Mr. Edw. McCusker has been received in this of-
fice.
GEO. D. LOCKE, Sec.-Treas.
JERSEYVILLE, ILL., NOV. 23, 1902.

IOWA STATE DIVISION.

The following named persons were elected to the various offices named, at the election just held by the Iowa Division:

For Chief Consul:
E. K. Komlatsky of Oskaloosa.

For Vice Consul:
J. A. Viallagher of Jefferson.

For Secretary-Treasurer:
A. C. Miller of Des Moines.

For Representatives-at-Large:
F. B. Thrall of Ottumwa.
Fred Beach of Muscatine.
Ray M. Price of Winnetonka.
Dr. C. B. Whippley of Cedar Rapids.
Harry McCrary of Centerville.
Geo. D. Hutchinson of Ft. Madison.
Joe Beeson of Oskaloosa.

Total number of votes cast 813
Threw out for irregularities 29
Net vote counted 784

A. C. MILLER, Sec.-Treas.

DES MOINES, NOV. 25, 1906.

SOUTH CALIFORNIA DIVISION.

TO ABOTT BASKETT,

Secretary L. A. W., Boston, Mass.

Dear Sir,—This is to certify that the result of the annual election of officers of the Southern California Division, L. A. W., is as follows, to wit:

Total votes cast 158
Irregular votes not counted 1

Votes counted for candidates 154

OFFICERS ELECTED FOR ENVOY VICE.

C. C. Monaghan, Chief Consul, who received 140 votes.

S. H. Lavery, Secretary-Treasurer, who received 106 votes.

S. S. Logan, Vice Consul, who received 74 votes.

Robert Gray, Representative, who received 85 votes.

H. C. F. Smith, representative, who received 113 votes.

J. A. Kelly, Sec.-Treas.

LOS ANGELES, CAL., NOV. 17, 1906.

MARYLAND DIVISION.

The return of the division Returning Board shows that the Maryland Division's election of officers for the year 1907 resulted as follows:

Chief Consul, Conway W. Sams, 721 votes.

Vice Consul, Geo. R. Smith, Jr., 723 votes.

Secretary-Treasurer, Rold. H. Carr, Jr., 723 votes.

Representatives to the division Board of Officers:

Harry V. Carey, 726 votes.

William Gulland, 726 votes.

John Randall Magruder, 725 votes.

W. Irving Macer, 726 votes.

Ira J. McCurdy, 726 votes.

Fraternally, R. H. Carr, Jr.,

Sec.-Treas. Md Div., L. A. W.

BALTIMORE, NOV. 23, 1906.

TEXAS DIVISION.

ELECTION RETURNS.

This is to certify that the Returning Board, appointed to count the ballots cast for officers of the Texas Division, L. A. W., announced the following as the result of said count:

Number of votes entitled to vote 69

Votes cast 63

Effective 23

Chief Consul:

R. K. Farnest, Dallas, 127.

Chas. Culmeane, Houston, 119.

Vice Consul:

N. H. Kirch, Dallas, 72.

Geo. M. Coult, Galveston, 64.

Secretary-Treasurer:

T. R. Gray, Dallas, 72.

T. H. Thacker, Cleburne, 69.

Representative:

T. F. Morris, Ft. Worth, 72.

W. F. Beach, San Antonio, 123.

Respectfully, F. S. KEVINS,

Chief Returning Board, Tex. Div., L. A. W.

By H. H. Jr.

I. J. Hall

DALLAS TEX., NOV. 25, 1906.

NEW JERSEY DIVISION.

Members of the New Jersey Division of the L. A. W.—In making my report I wish to thank you for your kind and helpful suggestions.

Your newly-elected vice, elected, and secretary, treasurer and your representatives, you should be proud of, they are representative, men able and earnest workers. I congratulate you all and that one of you especially

who was your last chief consul, Robert Tientle, of Elizabeth, upon the condition in which I find the division—large, strong, healthy and solvent.

During the fiscal year upon which we are entering there will be much to do. I shall do my duty as I see it. I know your officers will do their best. The rest of you do yours? Soon the campaign will have been planned and laid before you. When those who are willing to contribute their efforts for the benefits they receive, when those who believe that anything but a fair exchange is robbery, when into line to take place during the year of '07 for wheelmen's rights in New Jersey, see that each of you answers "present" to the roll call.

"Comrades, touch the elbow!" Inspire yourselves and the remainder of the line with confidence, and from strength the New Jersey Division shall become mighty, from five it shall become more than ten thousand.

Fraternally yours,

C. FRANK KIRBY, Jr.,

Chief Consul N. J. Div., L. A. W.

MICHIGAN DIVISION.

On account of the recent rapid growth of the Michigan Division, L. A. W., we are entitled to another representative-at-large, and I take pleasure in asking Mr. Frederick C. Stillson of Battle Creek to fill the office.

Fraternally,

EDWARD N. HIXES, Chief Consul.

The regular December meeting of the Board of Officers of the Michigan Division, L. A. W., will take place at the Hotel Normandie in Detroit, Wednesday, December 13th. Call to order at 10-30.

Fraternally,

EDWARD N. HIXES, Chief Consul.

UTAH DIVISION.

Dear Sir—Below please find copy of election returns for Utah Division, filed with me by Canvassing Committee of said division.

Election returns and canvass of ballots by Canvassing Committee of Utah Division, L. A. W.:

Candidates for Chief Consul:

C. N. Butler, votes, 66.

Dr. S. W. Hewett, votes, 14.

Candidate for Vice Consul:

T. C. Brantley, votes, 76.

Candidates for Secretary-Treasurer:

W. D. Brown, votes, 67.

N. A. Spencer, votes, 12.

Total number of ballots voted 81

We, the Canvassing Board of the Utah Division of the League of American Wheelmen, duly appointed to canvass the ballots cast for the officers of said division for the official year beginning Dec. 1, 1906, hereby certify that the foregoing is a true and exact count of the ballots cast in this election.

We further certify that C. N. Butler received a majority of votes cast for Chief Consul.

That T. C. Brantley received a majority of votes cast for Vice Consul.

That W. D. Brown received a majority of votes cast for Secretary-Treasurer.

Witness my hand and seal of office this 1st day of December, 1906.

W. F. LAKE,

A. W. CAINE,

F. F. WINTERS,

Canvassing Board

Witness truly,

W. N. EVANS, Sec.-Treas.

DATED NOV. 7, 1906. Utah Div. L. A. W.

OREGON DIVISION.

The undersigned having as Returning Board, duly canvassed the ballots cast at the election of the Oregon Division, L. A. W., beg leave to report the number of votes cast as follows:

For Chief Consul:

F. J. Board of Portland (Noun Com.) 158

F. J. Board of Portland (Ind. 151

For Vice Consul:

H. J. Henderson of La Grande (Ind. 156

A. H. McAlpin of Portland (Noun Com.) 151

For Secretary-Treasurer:

M. W. Woodard of Portland (Noun Com.) 151

For Representatives-at-Large:

F. A. McCall of Marshfield (Ind. 151

John S. McCall of Eugene (Noun Com.) 151

F. S. Stenquist, chair.

W. W. Bertram.

Max B. Linsen.

Earl M. Willor.

Arthur P. Jones.

PORTLAND ORE., NOV. 22, 1906.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, as published in accordance with Article 111 of the constitution.

They will be issued fourteen days after publication of names.

Members are requested to examine carefully the list they are published and to report errors or omissions to the secretary. In order that no objection may unite with the League, members are given the right to protest, but such protest must be given by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of 2 following week.

Send two 2-cent stamps for a Constitution and By Laws.

Boston, Dec. 4, 1906.

Total, 324-72,526.

Over 137,000, COLORADO, 1-751.

Hampshire H. Club.

661 Street, Lowell, Mass., 1750 Champs. 1906.

Over 137,000, CONNECTICUT, 31-

1,421.

Bridgeport Wheel Club.

92 Northfield, Geo. L. 128 Stratford ave. 1906.

3 Parlin, L. 61 Fairfield ave. 1906.

4 Farrell, Perry, Fairfield road. 1906.

5 Gould, Harry C. 100 West ave. 1906.

6 Wheeler, Wm. G. 126 Clinton ave. 1906.

7 C. C. 1906.

7 Marshfield, Duncan B. 815 Aylmer ave. 1906.

Torrington W. C. 1906.

8 Bar Harbor, 1906.

9 Connecticut, Walter T. 32 Clark st. 1906.

100 Geo. Frank E. box 885. 1906.

1 Grand, Henry, box 885. 1906.

2 Garbath, John, box 777. 1906.

3 Huxford, J. M. 61 Prospect st. 1906.

4 McNeill, M. Main st. 1906.

5 Newry, Fred M. 141 Litchfield st. 1906.

6 O'Brien, M. L. Main st. 1906.

7 Lodge, H. L. box 903. 1906.

8 Riley, Clarence K. 20 Prescott. 1906.

9 Roberts, Edward, box 885. 1906.

110 Tompkins, B. H., box 298. 1906.

11 Abelling, Edward T. J. 328 High st. 1906.

12 Briggs, 1906.

13 Davis, Thos. W. 226 Prospect. 1906.

14 Balliett, Jas. M. 167 Prospect. 1906.

15 Ingleson, Irwin E. Munroe place. 1906.

16 Kendrick, Frank, 1906.

17 Hendrix, John, 235 Prospect. 1906.

18 Taylor, Raymond R. Lewis place. 1906.

19 Chadwick, Geo. K. box 457. 1906.

120 Hull, Lewis F. 73 Forest st. 1906.

11 Jeffery, J. A. 283 Prospect. 1906.

2 Lockwood, J. H. box 156. 1906.

Over 137,000, GEORGIA, 24-1311.

123 Adams, George, 325 Greene, August

14 O'Connell, Henry H., Millidge, Summer-

ville, 1906.

15 Buckley, Dr. Wm. C. 502 Greene, 1906.

16 Devere, E. W. 349 Greene st., 1906.

17 Dorr, Frank N. 718 Broad, 1906.

18 Burr, Victor J. 718 Broad, 1906.

19 Gilman, Wm. 513 Broad, 1906.

20 Hopkins, Thomas, 815 Broad, 1906.

1 Jackson, Wm. E. Jr. 833 Greene, 1906.

2 Miller, Frank, L. J. 785 Broad st., 1906.

3 Miller, W. K. 711 Telfair st., 1906.

4 Thorp, Rev. Wallace, 629 Greene, 1906.

5 Thomas, London A. Jr., Somerville, 1906.

6 Walker, John W. 558 Greene st., 1906.

7 Wardlaw, W. C. Fleming, Thomas & Co., 1906.

8 Billingsley, W. W., et. M. H. Taylor, 1906.

9 Curry, Maury B. 263 Second st., 1906.

10 Eddley, H. E. 926 College, 1906.

11 Eddley, J. C. 1240 Ash st., 1906.

12 Gaudin, H. 173 Cotton ave., 1906.

13 Hatcher, A. S. 420 Second st., 1906.

14 Hahn, Herman, 520 Mulberry, 1906.

15 Lowe, H. E. 520 Mulberry, 1906.

16 Willet, H. M. 237 College, 1906.

Over 137,000, ILLINOIS, 6-3,204.

117 Stamps, H. 1031 Adams st., Chicago

18 Englewood, W. 1906.

19 F. C. H. 625 La Salle st., 1906.

20 Scott, R. Club, 1906.

1906, Eugene A. 800 Bluff st., 1906.

1906, Chas. F. 207 Fifth ave., 1906.

1906, Wm. S. 710 No. Madison st., 1906.

1906.

1 Dawson, Wm. F., 45 Hoskins, ..	Over 137,000, SOUTH CAROLINA, ..	4 Cortes, V. A., 16 Madison st., ..
2 Morris, Lyman P., 17 Page, ..	16-408, ..	5 McJowell, M. H., 282 Front st., ..
3 McCre, Dr. J. F., 306 Westminster st., ..	Unattached, ..	6 Warren, J. S., 33 Madison, ..
4 Pennell, Walter H., 237 Friendship, ..	387 Bolman, H. J., 33 Charlotte st., Charleston	Over 137,000, TEXAS, 4-4093.
5 Scholes, Ernest H., 112 Ring st., ..	8 Cappelmann, Jno. D., 200 Rutledge ave., ..	Galveston C. C., ..
6 Thompson, W. R., 855 Westminster, ..	9 Cogswell, J. K., 56 Pitt st., ..	107 Gibson, H. L., 2206 Mechanic st., Galveston
7 Thompson, Wm. H., 104 Westminster, ..	380 Colson, Dr. C. R., 222 King st., ..	8 Selby, L. J., 2206 Mechanic st., ..
8 Chesbro, E., 40 Westminster st., ..	1 Deanning, E. A., 31 D. 79 Cannon st., ..	Unattached, ..
9 Farnum, Herbert C., 177 Bridgman, ..	2 Eason, Jas. M., 114 Beaufain st., ..	9 Austin, Valley, ..
380 L'Ecce, Henry H., 283 Westminster st., ..	3 Jenkins, C. Blaul, 51 Montague, ..	410 Hermann, Fred, 314 Tremont st., ..
Unattached, ..	4 Pinckney, W. R., 54 Broad st., ..	Over 137,000, VIRGINIA, 1-146.
1 Arnold, A. Shafeld, 42 Westminster st., ..	5 Roper, J. H., 15 Legare st., ..	Unattached, ..
2 Douglas, William, 12 Hddy st., ..	6 Silcox, Thos. S., 10 New st., ..	411 "Wicks, Mrs. Chas. J., Wachapreague
3 Lake, Beverly S., box 1072, ..	7 Thompson, W. T., D. D., 8 Lamball st., ..	Over 137,000, WISCONSIN, 3-1385.
4 Manchester, Frank H., So. Portsmouth	8 Wilson, W. R., 138 King st., ..	Unattached, ..
5 Thomas, John S., Warren	9 Wynne, E. W., 34 Mary st., ..	412 Boyle, T. J., cr. C. & N. W. R. R.,
Over 137,000, SOUTH CALIFORNIA, ..	400 Welch, S. E., 32 So. Battery, ..	Green Bay
1-461, ..	1 Welch, Edmond, 77 Market st., ..	Unattached, ..
Unattached, ..	2 Mitchell, H. W., Jr., 42 Broad st., ..	5 Jenkins, W. C., ..
386 Marsh, J. D., 856 W. Wash. st., Los Angeles	Over 137,000, TENNESSEE, 4-424.	NEW LEAGUE CLUB.
Unattached, ..	Unattached, ..	754 Galesburg Wheelmen, .. Ill.
386 Marsh, J. D., 856 W. Wash. st., Los Angeles	403 Bruce, H. M., 186 Union st., Memphis	

CYCLING IN ENGLAND.

I have already given some of my experience of cycling in England. Perhaps a few more might be of interest.

I have now been six months in England, and have endeavored to keep my eyes open so far as a woman can.

Of course every one knows that the rule of the road here is the exact opposite of what it is with us. Here one keeps to the left and passes to the right of a vehicle going in the same direction.

The English roads are certainly superb, but I think that the danger of a puncture is greater than with us. In the first place the roads are of flint, and the little stones which are kicked up by horses' hoofs and lie upon the surface are as sharp as tiny knives. If one is caught up by the wheel and gets between that and the brake, woe to the tire! Another ever-present source of danger lurks in the innocent-looking twigs with which the road is often strewn. They look so harmless that one does not realize, until warned by sad experience, that they are the clippings of the wayside hedges, and are bristling with long, sharp thorns, against which no tire is proof. If you have your choice between riding over glass or twigs, choose the glass. So common are the punctures from these thorns that devices called "thorn-extractors" have been invented to lessen the danger. I hear that in Scotland it has been made a misdemeanor to throw the clippings of the hedges into the road, but such, alas, is not (yet) the case in England.

The vagaries of English weather are well known. June, July and part of August of this year were exceptional. Excursions could be planned and carried out with little fear of results; but the latter part of August and the whole of September thus far have been, to say the least, trying. It is a common experience to start in brilliant sunshine, then to be drenched by a deluge which descends without warning, after which, perhaps the sun shines out again, and you pursue your way under blue skies, with water dripping from every fold of your garments. But it is equally possible that the sun does not shine out again, and that the sudden deluge is but the beginning of a storm which may last for hours or, perhaps, for days.

If, under such (or any other) circumstances you would take the train, you must be prepared for the fact that all railways here charge for carrying bicycles. The price varies according to distance, but the minimum is sixpence. Thus, if you go four miles by train, you pay fourpence for yourself and sixpence for your bicycle; but if you go a hundred miles the fare for your bicycle will be but a shilling. To the common mind this, somehow, seems unfair. If you would leave your bicycle in the cloak-room at the station you pay double the price for the largest trunk; i. e., twopence a day instead of a penny. Verily, railway officials have ways and ideas of their own, distinctively not "understood of the people." On one railway the ticket given to me for my bicycle provided for "tricycles, bikes and prams"—by which latter word perambulator was meant. As a general thing, the bicycle is very carefully handled on the trains, and the passenger is not required to deliver it at the luggage van himself, as is so often the case with us.

I find it to be the general opinion here that wood rims are not suited to the climate. It is claimed that not only is there danger of their warping, but, also, that the continual dampness would dissolve the glue which holds them together. How true this is I am unable to say, as, for various reasons, I was obliged to have my wheels rebuilt soon after my arrival, and hollow-steel rims substituted for the wooden ones. The steel rims appear to answer perfectly, but I fancy that the vibration is greater than with wood rims.

A bicycle needs much more care here than in America. After a week's inattention the inroads of rust are painfully apparent. I find it necessary to keep mine lightly smeared with vasoline, which seems to be the general custom among those who are careful of their machines. Apart from the danger of rain, the constant dampness of the climate has a most deleterious effect upon the plating.

I had intended to say something of the wheel-woman (or "lady cyclist") of England, but this must be left for a future letter. No. 87,211.

KENILWORTH, Sept. 24, 1896.

Who keeps an assortment of photographs of prominent racing men?

QUERIES AND ANSWERS

LAYTON:—Read the "Camera Fiends" department of the *L. A. W. BULLETIN* for hints on amateur photography.

DEBORA:—A number of bicycle repairers in England are women. There are books published which tell how the work is done.

E. N. K.:—The briefer an article is the more likely it is to be printed.

CARLISLE:—Lantern slide shows are a popular feature of bicycle club entertainments.

SUSAN:—There are many things a lady might do that she will not do. A lady tries to see how near right she can do, not how near she can go toward the wrong.

NEW ORLEANS:—The consensus of opinion of those who have made European trips is that it pays to take one's wheel with him if he intends to ride to any extent. The cost of transportation is not so great as the expense of hiring wheels, and returning them to their owners is often a matter of inconvenience when one wishes to proceed on his journey.

No. 98,797:—The only National L. A. W. official who receives a salary is the secretary; his salary is \$3,000.00. The largest salary paid to a State official is to the secretary of the New York Division, \$2,500.00.

No. 135,000:—We do not know what bicycles are made in prisons.

GERTRUDE:—A gentleman does not smoke while riding with a lady on a tandem.

GREYTON:—It is better for beginners to walk up hills than to over-exert themselves in trying to ride them.

JANE:—Certainly you will not ride a bicycle if your mother says otherwise. Try to win her over to your way of thinking.

Keeping A Date.

They met at the bars, did the maiden and youth;
They met at the bars but to tell you the truth,
They were both of them scorching.—The night it was dark,—
And they met at the handle-bars there in the park.

PROTECT your horse from the wintry wind with an L. A. W. Chest Protector. Wool lined; 20 cents each by mail.

THE OPINION OF NO. 74,116.

The man that expects to get his *BULLETIN* on time, *every* time, without fail has n't been married long enough to know how to wait; but some men could not live if they could not find fault, and when they can't find fault with anything else they find fault with the world they live in. Perhaps they never thought that

'Tis not just as we take it.

This mystical world of ours.

Life's field will yield as we make it.

A harvest of thorns or flowers.

HARTMAN, N. Y.



A PRIMARY LESSON.

What are these men doing?

They are re-pair-ing a road.

Will they smooth the road when they fin-ish?

No, they will not smooth or roll the road.

Will the road be bet-ter when they get through?

No, it will not be bet-ter; it will be much worse.

STEPHEN JENKINS.

A LEAGUE member signing himself "A Kicker," says, "In the *BULLETIN* of Sept. 18th you say the royal purple being a color which you call 'rather more blue than red.' The idea! If you only had consulted even Webster, you would not have exposed your ignorance. Why, in Shakespeare it reads, 'May such purple tears be shed.' Dryden wrote, 'I view a field of blood and Tiber rolling with a purple blood.' Milton wrote, 'Arrayed with reflected purple and gold, the clouds on his western throne attend'; also 'When morn purples the East'; and another, 'Hands purpled in blood.'

"Is this not enough to satisfy you that a royal purple is a reddish purple, and the shade accepted by all colorists?"

[But what about the term "blue-bloods" that has always been applied to "royal" personages? — Ed.]

A TOTAL abstainer is a "corn dodger," but the man who tries to pass you in the street car never is.

... A FULL LINE OF ...

1897 Columbia Bicycles

READY FOR IMMEDIATE DELIVERY.

The new 1897 line of Columbia Bicycles comprises four models. The handsome, strongest and most graceful and perfect bicycles ever made, combining many new and valuable features. They are made of 5 per cent. nickel steel tubing, the entire production of this material being controlled by us and used exclusively in Columbia Bicycles.

	PRICE.
Model 45 for Men,	\$100.00
Model 46 for Women,	100.00
Model 47 Diamond Frame Tandem,	150.00
Model 48 Loop Frame Tandem,	150.00

HARTFORD BICYCLES.

Second only to Columbias.

Prices: \$75, \$60, \$50, \$45.

POPE MANUFACTURING CO.

Hartford, Conn.

If Columbias are not properly represented in your vicinity let us know.

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for them. Sample by mail, 10 cents.

....

ELLIOTT CHEMICAL WORKS,

NEWTON, MASS.

THE L.A.W. Souvenir Mug

A MOST
APPROPRIATE
PRESENT
FOR WHEELMEN.



For Sale in
the following cities:

NEW YORK CITY, at Higgins & Selter, 22d St.
NEW YORK CITY, at H. C. F. Koch & Co., 125th St.
BROOKLYN, N. Y., at Ovington Bros. Co.
BOSTON, MASS., at Richard Briggs Co.
PHILA., PA., at Wright, Tyndale & Van Roden.
ALLEGHENY, PA., at Charles Reizenstein.
CINCINNATI, O., at F. Schultze & Co.
BUFFALO, N. Y., at W. H. Glenny, Sons & Co.
CHICAGO, ILL., at Burley & Co.
TROY, N. Y., at E. M. Jessup.
WASHINGTON, D. C., at M. W. Beveridge.
JACKSONVILLE, FLA., at Greenleaf & Crosby Co.
LOUISVILLE, KY., at J. Dollinger & Co.
HARTFORD, CONN., at The Mellen & Hewes Co.
POTTSVILLE, PA., at R. H. Bergeman & Co.
ROCHESTER, N. Y., at W. H. Glenny & Co.

And in all other prominent cities.

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN
OF THE LEAGUE OF
AMERICAN
WHEELMEN

"The Road is a
creation of man
and a type of
civilized
society"

Vol. XXIV. Boston, December 11, 1896 Number 24



BUFFALO PARK BICYCLE PATH, BUFFALO, N. Y.
Photographed by Harry C. Lewis.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.
Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 70,707.

New Departure Bicycle Bells...

34 Styles.

New Features.

New Finishes.

Prices Reduced.

Quality Increased.

The Lucas... Bicycle Lamps

9 Styles.

Improved Details

Highest Grade.

Prices no higher than for
"cheap" lamps.

Advance lists of the above have been mailed to you.
If not received let us know.

JOHN H. GRAHAM & CO.

113 Chambers Street,

Selling Agents for . . .

New York City.

THE NEW DEPARTURE BELL COMPANY,
THE JOS. LUCAS & SON CO.

Bristol, Conn.

WHAT A CLERGYMAN THINKS.

ASHLAND AVENUE BAPTIST CHURCH,
TOLEDO, OHIO.

ABBOT BASSETT, Esq.,
Boston.

My Dear Sir,—I wish with my renewal to express my interest in the League and my admiration for the "Bulletin." I am a member of the League not for the personal privileges, etc., but as an acknowledgment of the debt I believe every wheelman owes to the organization which has contributed so much to his comfort, wherever he is. The "Bulletin" is a bracer and a tonic which I am as glad to meet Monday as I am to meet a fresh breeze in the road on a hot day. It is bright, strong, and serves the cause admirably.

Yours truly,

EMORY W. HUNT,
Pastor.

November 20, 1896.



A MINISTER'S ADVICE.

In reference to Sunday riding, a Western minister writes: "There is a rule by which all such questions can be determined to the full satisfaction of every honest soul. If you are a Christian or if you are not, the rule applies just the same. Do just what *you* think Jesus Christ would do under the same circumstances. Do this and no one has any right to question your action." No. 91,356.

LOVES HIS BICYCLE.

Were I a gifted poet I would write a poem dedicated to my wheel. As I can not, I must sing its praises in prose.

In the Spring of '95 I was weak from loss of appetite, induced by lack of exercise. I had tried walking, but soon wearied of the sight of brick walls, pavements and streets, about all that was visible in the territory my strength (or weakness) could cover. In April I bought a wheel, and from that time I date my recovery of health and strength. In a few weeks I could ride fifteen to twenty miles a day. At first my muscles would be very sore,

but I persevered till I could ride without soreness resulting. Now a ride of one hundred miles in a day does not make me sore nor stiff. I am healthier and stronger than I have been for several years, and the credit is due the wheel. I ride a 66½ gear, which I consider high enough for an "oldish" man in a hilly country. No. 122,768.

BICYCLE ETIQUETTE.

In response to the request of our Kentucky friend who asks, "What position should a gentleman take when riding in company with two ladies?" I offer the following:

1. When meeting a team keep yourself on the ladies' left-hand side, so that you are between the team and the ladies.
2. Keep yourself in the background, where you are in a better position to act in case of emergency.
3. When passing through a crowd the gentleman always lead the way.
4. In case of balky or frightened horse, quietly bid the ladies dismount and walk past the horse, as it will save many accidents.
5. In passing a team, keep well in front, on the ladies' right, then take your place in the rear. My reason for putting the gentleman in the rear is that he generally sets too hot a pace when in front.

No. 112,093.

The man who "doesn't know any better" generally knows a great deal worse.

BUILT ON A GOLD BASIS.

The **reincarnation** of the **Union Special** brings most forcibly to mind the wonderful showing made by Sanger and Tyler during the season of '94. Starting out at that time, with two stock wheels, they made the circuit; made records for passtime, and wound up the season by defeating the entire racing fraternity in the one-mile **unpaced**, the squarest test for man and wheel. As they started so they finished the season—the same wheels and, to the honor of **Union** construction, not a broken part; not even a spoke replaced. Are we not justified in claiming that

UNION QUALITY IGNORES COST?

Mr. Cyclist, the **Union Special** of '07 will be just as grandly constructed and, needless to say, just as deservedly popular as the '94 Union Special, the wheel that carried "Wooden Shoes" to so many glorious victories.

Two Crackajacks, Honest Walter Sanger
and the **UNION SPECIAL**.

Mr. Dealer, you had better let us know just how much of this earth you would like to control; we have some of it to "let."

UNION CYCLE MFG. CO.

Boston. Philadelphia. Highlandville.

"BUILT LIKE A WATCH"

STERLING QUALITY

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
doesn't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. Denver.
San Francisco.

A LEAGUE member residing in Louisville was troubled with a pain in his knee, but, being a true Kentuckian, he cured it by the use of whiskey. He says:—"I applied whiskey to the knee, rubbing briskly, and that was the only treatment it received. It may have been a touch of rheumatism, but certainly not, as one writer suggested, caused by an illy-adjusted seat. I have my saddle so high that the leg is fully straightened when the pedal is at its lowest point. I think this is natural, since in walking the leg is straightened once at every step. I put saddle as far forward as it will go, and have handle-bars where I can reach them without stooping."

MANY of our roads in Kentucky are fine except when being repaired. Then the road-makers spread on the gravel or broken stone, and give their patrons the privilege of beating and rolling it with hoof and wheel into a road, they, the patrons, paying toll all the same. Is this honest? I speak of those who ride and drive horses. Bicycles are not required to pay toll in Kentucky, nor should they be anywhere, since they improve a road instead of wearing it.

No. 122,768.

THE man who lives on the muddiest road is farthest from market.

A MAN who is too serious for smiles is ripe enough to bury.

Words and Deeds.

Extreme loquaciousness and fat
Prosperity are foes;
The more a man talks through his hat
The shabbier it grows.

A NEW bicycle play is being written in which a decidedly novel feature is to be introduced. There will be a bicycle race upon a track which is to run out around the auditorium as well as on the stage. We predict for this play a very extended "run."

THE Crescent Milling Co., of Hopkinsville, Ky., buys wheat. The weighing receipt, given to each farmer, says in large type "We Want Good Roads."

THE Brighton Bicycle Club, of Cincinnati, O., was organized April 11, 1878. It is still in a flourishing condition, and still has quite a number of the original members on its rolls.

A NEW YORK member says that Cohoes, with 26,000 inhabitants, and about the largest manufacturing interests of any city of its size in the United States, has not what a wheelman would call a decent road. Every Spring and Fall it is knee deep in mud. What pavement there is consists of granite blocks, and a wheelman can hear his bones crack as he rides over the stone streets.

NO WONDER bad roads make such a "hub"-bub.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - BOSTON, MASS.

SUBSCRIPTION PRICE

ONE YEAR \$1.00
" " Special Club Rate, to League Members only . . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

DECEMBER 11, 1896.

IT IS CATCHING.

SOMEWHERE in the past, somebody with a supposedly pessimistic turn of mind, in point-out what he was moved to call the mistakes of the Deity, asked, "Why was n't health made catching, instead of disease?"

Health *was* made catching. All that remained for man to do was to find the means and conditions best calculated for making it epidemic. The bicycle seems to most happily answer every requirement.

The bicycle "craze" has claimed all classes and ages as its happy victims. Maid and matron, son and sire, bow before it. Its force is being felt in every part of the world, and there is not the slightest indication that the contagion is likely to subside.

Those who are afflicted with this strange "craze" are made healthier and happier. Their muscles are strengthened and hardened and their hearts are softened. Their minds take in new reaches of thought, and their hearts new vistas of feeling. The sweet ministers of Nature, whose laboratories are in the woods and fields, prepare a compound of blue skies, babbling brooks, dancing daffodils, and a thousand other balm and blessings, whereby care is cured and disease is dissipated.

The bicycle has made health catching. It has all the potent healing powers of the mind cure and the muscle cure combined. In its paths of pleasure, duty and desire can go side by side. It is the evangel of health, hope and happiness. If you have n't yet "caught the craze," you will later on, for it is "catching."

Total number printed this week, . . . 73,500
Sent to paid Subscribers, . . . 70,707
Samples to Advertisers, Exchanges, etc., 2,793

A DISTINGUISHED MEMBER.

Among the names of the applicants for membership in the L. A. W., appearing in this issue of the L. A. W. BULLETIN, is that of Rear Admiral Gherardi, of the United States Navy. We have been insisting from the very first that the bicycle is destined to become popular in the army, and now that the senior admiral of the United States Navy has become identified with the wheel and the great organization that stands for the rights and privileges of cyclists, we almost feel warranted in saying that the winged steed will grow to be as great a favorite in the navy. As a matter of course, the navy must be "in the swim," and how can it be so unless it rides the bicycle?

L. A. W. MISSIONARIES.

Hosmer K. Arnold, of Portland, Ore., advocates the appointment or election of a series of officers to be known as missionaries, whose duty it would be to go from place to place preaching to non-members the advantages of League membership, holding public meetings, taking up good roads, and incidentally strengthening the local interest of those who were already members. He suggests that these missionaries might carry with them a supply of literature, not forgetting that handsome poster which we are to have.

The plan has much to recommend it, and might work out all right in practice. What State will be first to adopt it?

GOOD FOR US AND FOR THE MANUFACTURERS!

The above stands as an exclamation of pleasure at the success we have met with in our attempt to have the L. A. W. endorsed in the catalogues of the bicycle manufacturers during '97. Certain publishers of catalogues were willing to endorse the League without any direct recompense, but feeling that it ought to be nearly, if not quite, unanimous, we offered to insert for each a *special* advertisement in the L. A. W. BULLETIN in exchange for the catalogue announcement. So far we have closed with enough concerns to give the L. A. W. advertisement a circulation of over twenty-four hundred thousand, with many others to hear from who are considering the matter favorably. We shall shortly publish the names of all concerns who have fully agreed to use the L. A. W. announcement.

THE beginner on the bicycle usually finds it "tip" top.

THERE are no flies on anybody this weather.

Every rider knows...



how bad bad bicycles are; what an endless amount of expense and trouble they are. What rider has not had experience or seen some friend experiment with bad bicycles? — bicycles made by inexperienced builders, who could make good guns, fine furniture, smooth sewing machines, magnificent mill machinery, etc. To build good bicycles, a fine plant, organized labor and years of careful experimenting are among the requisites of successful bicycle producing.

New Clippers are acknowledged by all standard makers as standard bicycles, which have long since passed that uncertain stage of construction which has

cost thousands of riders thousands of dollars. New Clippers are too good for department stores and auction rooms. Sold by dealers only.

MADE
BY
THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.

We will exhibit at the Chicago Cycle Show, on space 147. Owing to our inability to secure a satisfactory position at the New York Show, we shall show a full line of '07 Clippers at the Murray Hill Hotel, parlors 336, 338 and 340, third floor, facing elevator, where we shall be glad to meet our friends.

No 233 — Pratt.

ROAD BOOKS TO NON-MEMBERS.

Where road books are sold to members, it is a great mistake to sell them at the same price to non-members. We have a complaint that this is being done in one of the Western States. We should offer every inducement possible to L. A. W. members as against other wheelmen, and the road book is just the thing to begin with.

JUDGE DEAN FOR ALDERMAN.

One of the very first names placed on the L.A.W. roll was that of Josiah S. Dean, of Boston. Mr. Dean has always been a faithful worker in the interest of wheelmen's rights, and among other offices, he has served for a number of years as chairman of the Massachusetts Rights and Privileges Committee. As an alderman he could be depended upon to keep the wheelmen's interest in view. Vote for him.

CASTINGS NOT GOOD ENOUGH.

No. 1,027 says he narrowly escaped a serious accident through the breaking of a brass casting which was used to clamp his wooden handle-bar. We cannot believe that any manufacturer would regularly use castings in such a place. Steel forgings of the best quality are not too good. It is customary for makers to use brass fittings sometimes in experimental machines, but such parts should not be used regularly in any vital part of any vehicle.



Take thine ease...

Wheels fitted with Palmer tires run more easily than wheels fitted with other tires. Palmer tires are so fast that almost one-half the pedal energy is saved to the rider.

Wheels fitted with Palmer tires do not make their riders walk. Palmer tires are too easily mended when punctured.

Wheels fitted with Palmer tires produce the least vibration. Palmer tires are perfect cushions. They make smooth the rough places.

A 2-cent stamp will get the January "Wheel and Tire."
Lots of good things in it.

...

The Palmer Pneumatic Tire Co.

... Chicago ...

ROAD BOOKS AND ROAD MAPS.

The articles that have recently appeared in the L. A. W. BULLETIN, relating to the relative merits of Road Books and Road Maps, have awakened considerable interest. Quite a large number of letters have been received, but no really new suggestions have been offered.

It is quite evident, from the opinions already expressed, that a majority of the wheelmen who go touring to any considerable extent, prefer road maps rather than road books. They like the maps because they tell at a glance and in a comprehensive manner all they are designed to make known. The principle objection to road maps is that they do not tell enough.

The road book tells much more, but its information is not so easy to acquire. A map can be made to more clearly convey an idea of directions, distances and comparative data than a road book can.

The able papers already published in the L. A. W. BULLETIN regarding best means for making a satisfactory road map may be supplemented by others that will throw still more light on the subject.

Suggestions are in order.

A MICHIGAN member writes that he can usually tell an L. A. W. member on the street from the fact that they usually "meet to the right and pass to the left."

ROADS well mended mean farms well tended.

TWO CYCLE ORGANIZATIONS

National Board of Trade of Cycle Manufacturers.

271 Broadway, New York. Telephone No. 4117 Cortlandt.

President,

R. L. COLEMAN.

First Vice-President,

R. P. GORMULLY.

Second Vice-President,

GEORGE H. DAY.

Treasurer,

W. A. REDDING.

Secretary,

ERNEST R. FRANKS.

This organization has a Mercantile Agency, Collection Department and Information Bureau.



Rubber Tire Association.

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First Vice-President,

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Second Vice-President,

GEORGE T. PERKINS.

Treasurer,

GEORGE F. HODGMAN.

Secretary,

KIRK BROWN, 504-506 West Fourteenth St., New York City.

A GOOD ROADS DISCUSSION "CONCLUDED."

BY STERLING ELLIOTT.

Our "esteemed contemporary," the *Michigan Farmer*, says: "We are especially fortunate in being able to conclude the discussion of the Good Roads movement with a most practical paper," etc.

Imagine an American paper, and an agricultural paper at that, concluding the discussion of the Good Roads movement. We would as soon expect to hear of a prohibition paper at this stage of the movement "concluding" its discussion of the evils of intemperance.

The article above referred to is worthy of note, inasmuch as it contains enough that is commendable to make the weak end of it look all right to readers who had not given the subject attention. The writer says, referring to the subject of really first-class roads:

If such roads were built, many farmers would have to sell their farms to pay the cost.

And in another place he says:

I should, therefore, upon all occasions, oppose the attempt to take the work of building and repairing the highways of the State out of the hands of the taxpayers, and vesting it in the hands of a commission. Let the people hold on to the power they now have of determining the extent to which they will tax themselves for the improvement of the highways.

The laws now on the statute book allow ample opportunity for each community to have just as good roads as they desire. They can do this without any costly system which in-

SINGLE-TUBE TIRES

It used to be said that

SINGLE-TUBE TIRES

though not easily punctured, were difficult to repair if punctured; but recently-invented repair tools and plastic rubber have made Single-Tube Tires

EASIER TO REPAIR THAN ANY OTHERS. If, then, you want a tire **HARD TO PUNCTURE AND EASY TO REPAIR**

buy of one of the following concerns, who alone are licensed to make them:

The Pope Manufacturing Co.
The Boston Woven Hose & Rubber Co.
The New York Belling & Packing Co., Ltd.
The Revere Rubber Co.
The Diamond Rubber Co.
The New York Tire Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.
The Palmer Pl.umatic Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Inad. Wire Co.
The Spaulding & Pepper Co.
The Florida Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.
The Brooklyn Rubber Co.
The North American Rubber Co.

ALL OTHERS
ARE
INFRINGEMENTS

Suits have been brought in every United States Circuit where infringements have occurred.

If further information is desired write to the owner of the Tillinghast patent, Theodore A. Dodge, Equitable Building, Boston, Mass.

SINGLE-TUBE TIRES

cludes the employment of engineers and contractors and the issuing of bonds.

... it is not necessary to employ an engineer or experts to build a good road.

The facts, as they are proven in some other States, show that this is another case of "a good man gone wrong," and we would advise our contemporary not to "conclude" the Good Roads discussion until a nearer approach to a settlement of it is reached.

It is true that in many—in fact, in most localities—the farmers could not afford, unaided, to build first-class stone roads, and in some places they cannot afford to build good gravel roads,—but this is where the "State aid" comes in. A farm may have around two sides of it a mile of road, and the farm may be dear at three thousand dollars, while a city block, bounded by a few hundred feet of road, may be worth a million. The owners of the city block are benefited by all good roads extending from that city, even to a distance of many miles. Why should not the residents of the city be interested in what it costs to haul to them the food they eat? They most certainly are interested, and out of that fact, which has been driven home by the wheelmen, comes the magnificent system of State road building, which is so successful in Massachusetts.

Of course the farmer can't always be expected to pay the whole cost of the road that bounds his farm, but as a taxpayer of the State, he can well afford to pay his little part of it.

MORGAN & WRIGHT
Manufacturers of Rubber Goods
CHICAGO, ILL.
331 to 336 W. Lake St.

Morgan & Wright tires now hold

All world's records, $\frac{1}{2}$ to 10 miles, inclusive.

All ~~unpassed~~ world's records, $\frac{1}{2}$ to 50 miles, inclusive.

All American records, $\frac{1}{2}$ to 100 miles, inclusive.

Nov. 24, '96.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Suppose, for illustration, a certain piece of road costs ten thousand dollars, and suppose the people of that community did not have so much money, but must borrow it. The annual interest on the debt would be, say, \$500. How much, dear reader, do you think it would be necessary to haul over that road to enable all users of it together to earn \$500 per year more than could be earned by hauling through the mud and sand? The citizens who would be directly benefited could not, perhaps,—certainly they *should* not,—borrow money for such a purpose; the State, however, could borrow it on long time, and at a low rate of interest, if it were necessary to borrow it at all.

Ordinarily it is not good policy to run in debt. The exception, however, is when "the end justifies the means," and when a community can have the use of good, hard roads by paying the interest on their cost and, besides, a comparatively small sum to go into a sinking fund, with which the bonds will eventually be paid. It is very poor economy to get along in the mud.

As to the question of whether experts are required to build roads, we need only point to the general condition of the roads of this country from the time Columbus discovered it up to fifteen years ago, and compare the progress which was made during the three hundred and eighty-nine years without experts with the last few years since road-building has come to be considered a science.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

*Popular with all who appreciate
superiority in bicycle construction.*

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

PROPORTION OF FRAME AND CRANK.

In answer to the inquiry in your issue of Nov. 27th, we beg to say that there is no established rule as to the height of frame with reference to the length of crank or size of gear. At the same time, those high-grade manufacturers who are giving especial attention to the minor details of comfort and suitability will give a choice of cranks and gears in connection with the height of frame.

There is no question but that a long-legged man riding a high frame can and should use a longer crank, and, consequently, higher gear, than a short-legged rider. So far as gears are concerned, the writer used, last year, larger sprockets; the smallest front being 20, and the smallest rear 8, with so marked advantage and increased ease of running that this season he will use 24-tooth front and 9 and 10 rear. It is a matter of universal comment that with these larger sprockets a gear of, say 70, can be ridden with as much ease as 64 or 66 of the old style.

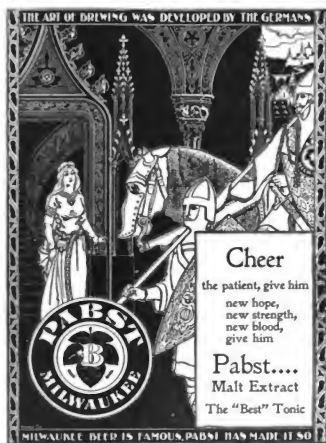
H. CROWTHER.

P. S. — The Glidden Varnish Company, of Cleveland; the Standard Varnish Company, of New York; the Acme White-Lead and Color Works, of Detroit; and several other first-class enamel manufacturers, are prepared to furnish royal purple enamel. This in reply to inquiry in issue of Nov. 27th.

PITTSBURGH, PA., Dec. 2, 1896.

If you don't know, don't tell it.

THE ART OF BREWING WAS DEVELOPED BY THE GERMANS



Cheer
the patient, give him
new hope,
new strength,
new blood,
give him

Pabst....
Malt Extract
The "Best" Tonic

MILWAUKEE BEER IS FAMOUS, PABST HAS MADE IT SO

A CHARMING RETREAT.

H. M. Woodward, local consul at Rhinelander, Wis., in contributing a photograph, taken by himself, of the new club house of the Pelican Cycle Club, says, "Although it is not a very large affair, still we claim to be situated on the prettiest lake in northern Wisconsin. Our club is small and new—its age being six months. We have twenty members, and nearly all of them belong to the L. A. W."



We intend to become a League club in the Spring of '97. In regard to the location of club house, I

Camera Fiends

... TAKE NOTICE ...



Young and old will appreciate a

CAMERA FOR A...
CHRISTMAS GIFT

We have a new and complete stock of

Hand and Bicycle Cameras,
Kodaks and Photographic Supplies of every description on hand.

Call and examine our Stock and Prices, or send for Illustrated Catalogue.

JOHN P. LOVELL ARMS CO.

147 Washington Street, Boston, Mass.

The new Models of the Lovell Diamond and Excel Bicycles will be ready soon

might say that it is about two miles from the city. We have built a cycle-path part of the way, and have a fair road the balance of the distance. Canoeing and bathing are the favorite pastimes, while those wishing a few hours' quiet rest can procure them here."

And So Forth.

They say the devil never skates,
For, in his realm of vice,
There always is, so rumor states,
A scarcity of ice.
And lots of people who, it seems,
Now walk to their abodes.
Would own their carriages and teams
If they but had the roads.

The popularity of the bicycle Meets has induced some Western parties to put a brand of canned horse meats on the market. The rivalry is very keen, indeed.

EVERETT BAKER, an Ohio bicycle thief who broke jail last Summer, was recaptured in Kansas last month, and is now back in the Ohio penitentiary for a year.

A TOPER would rather take anything else than the pledge.

IT HELPS a narrow-minded man to go abroad, they say.

"And the greatest of these is Charity."

\$1.25-REDUCED PRICE-\$1.25

BICYCLE APPLIANCE CO.

THE SIMPLEX
TRADE MARK
REGISTERED.

Philadelphia
Bourse,
Room 612,
P. O. Box 984.
PHILADELPHIA.

[PATENTED]

With Tapering Rubber Plugs, is the Ideal Repair Outfit.

Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.

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A MAINE ROAD.

The picture published herewith is a reproduction of a photograph taken by Sylvan B. Phillips, Portland, Me., while on a wheel-outing last summer. It is a picture of a very poor road, with beautiful surroundings, near Fryeburg, Me. It is easy to im-



agine what a charming thoroughfare this will be when the system of Good Roads, for which the members of the Maine Division, L. A. W., are now working, has become a happy reality.

RHODE ISLAND is to have a guide-board law.

If you ride in **fast company** you should have the

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'97 ORIENTS.

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So He Says.

In the street-auction jeweler there we find
The alchemist mentioned of old;
'Mid cheap, trashy trinkets of every known kind,
Everything that he touches is gold.

A NEW BRITAIN, CONN., member thinks the agitation favoring the Saturday half-holiday a good thing. He believes that there would be a much larger number of persons using the wheel had they the time to ride that the half-holiday each week would give them.

A NEW JERSEY paper, in commenting on a certain proposed change in the manner of handling the road system of that State, says, among other things: "It would be dangerous to the interests of the Republican party." This feeling that prompts so many people to think only of the good of some party is, to say the least, not commendable.

Political parties are of little consequence except as they accomplish good. We hope the wheelmen of New Jersey and every other State will work and vote for what looks to be *right* without regard to the party which advocates it.

SEE the symposium on "Winter Cycling" in this number of the L. A. W. BULLETIN and then make up your mind to ride your wheel, regardless of the calendar.

POOR roads breed balky horses.

2 The Johnston Two-Speed 2

Can be applied to any wheel.
DUST-PROOF.
Changes from high to low without dismounting.



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By GEORGE R. CLEMENTSON.

Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities and towns, for injuries to wheelmen and wheelmen. The liability of wheelmen for injuries to others. This book cites about 350 cases, and is a carefully-written law book. One volume, pocket size. Price, paper, 50c, cloth, 75c, sent postpaid on receipt of price.

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A TEN DAYS' OUTING.

Having explored nearly all of eastern Massachusetts, and walked many unrideable and weary miles between Hyannis and Provincetown on the Cape, I decided last summer to take in the western part of the State, and with the Massachusetts Road Book in my pocket, started out from Cambridge on a dark and showery morning, which soon, however, cleared.

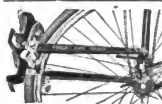
My route included Newton, Wellesley, Natick, Sherborn, Holliston, Milford and Weshoro, where dinner was served; then Northboro, and up the long hill to Shrewsbury; then left fork and down grade to Quinsigamond, which the electric abbreviate to Quinsig, and into Worcester by four o'clock.

Next morning I was off for Petersham via Paxton, Coldbrook (a very pretty place) and the hilly town of Barre. These roads were only fair, and State highway work in one place caused a dismount. A good dinner at the Petersham House was followed by an afternoon of rest, as the sun was doing some scorching of its own, and the second night of the tour was passed here. Sunday morning an easy down-grade run was enjoyed into Athol, thence

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Pat. Nov. 27, 1894; June 23, 1896

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L. J. FONDA,
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STOLEN. \$25.00 reward will be paid for the return of each of two Tourist Humber Wheels, No. 3,387 and No. 4,461, stolen on Dec. 2d, from the store of Ward & Roche, Orange, N. J., or for the detection and conviction of the persons who stole these wheels. Notify THE FIDELITY & CASUALTY COMPANY, 97 Cedar st., New York.

STOLEN. Gent's "Olympic" bicycle, No. 120,827; M & W. tires; Butler & Ward hard saddle; 72 gear; drop handlebar. Also a lady's "Olympic" bicycle, No. 50,620; 64 gear. New 20th Century lamp on each machine. Notify R. H. LAWDER, No. 155 W. 119th st., New York, N. Y.

FOR SALE. "Humber" '96 Model; very little ridden; price \$65.00. HUNT, Box 630, New York city.

FOR SALE. Billiard table, 3 ft. x 5 1/2 ft. Cast-iron legs; balls, cues, etc. Price, \$25.00. A. F. CURTIS, Marlboro, Mass.

FOR SALE. "Cleveland Swell Special"; '96 pattern; good as new; run about 10 miles. Price, \$70.00. Delivered. F. COLSON, Norwalk, O.

along Miller's River valley, westward through Orange (good State road) to Miller's Falls. Just before reaching this place I caught up with two young wheelmen, who kept me company for a while, and then fell off, literally and figuratively, going down a steep hill, and I saw them no more.

The weather soon became threatening, but I took the detour across the bridge to Deerfield, and reached the "Bloody Brook House" just before an all-night rain.

Next morning I pedaled back to Greenfield, then over the mountainous region of Shelburne Falls (more State road), along the lovely Deerfield valley, with sandy roads but fine scenery and loaded apple trees to Charlemont, where an unusually fine meal refreshed the inner man. The observant cyclist notices that the modest-looking rural inn often affords better fare than the more pretentious caravansary.

After dinner I encountered a bad stretch of road at Zoar, and resorted to the railroad as advised in the road book, but was foxy and got away beyond the Zoar station before using the road-bed, which was good enough except for frequent dismounts at culverts. Just before Hoosac Tunnel station I was warned by two friendly gentlemen to come off the tracks or the station-master would call me down; so I complied and walked up the mountain to the

The Christy Anatomical Saddle



Improved
and...
Up to Date.

Men's Model. WITH SPIRAL SPRINGS. No. 1, Regular size, \$5.00
No. 3, Large size, 5.00

...The Christy Anatomical Saddle...

Is the only saddle built that prevents injury and soreness after riding. Recommended by thousands of physicians. The cushions that receive the pelvis bones prevent injury.

Dealers should insist that their '97 bicycles come fitted with the Christy Saddle. Christy Saddles are good sellers.

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MAKERS OF THE SPALDING BICYCLE.

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ADDONAL SADDL.
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Our Goods are
needed for
purity and
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Stands in the corner when not in use. Will not destroy plaster. The most effective and beneficial exercise. Can be used by man, woman, or child. Small, effective, durable. Rapid in its return. Send for illustrated catalogue free.

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Public Ledger Building,
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summit, then began to descend slowly and cautiously, as it is very steep, into North Adams. A dog rushed out from a house and made a small puncture in one of my long stockings, but no serious results have yet ensued.

From North Adams to Pittsfield was a long stretch, as darkness came after Adams was passed, and I had to content myself with a piece of apple pie and a glass of milk for supper. The moon was full, but I dared not ride over unknown roads, so walked several miles into Pittsfield, retiring soon after midnight. Tuesday morning I toured over to Great Barrington, through the aristocratic region of Lenox and Stockbridge, then back to Pittsfield.

Wednesday the steed was headed eastward, towards Boston, and encountered terrible roads through the towns of Washington and Becket, but Chester was better and furnished a good dinner. After passing through Westfield the roads were fine, and Springfield was entered by the long bridge over the Connecticut. The half-dime lunch proved filling; then the bike was put up for the night at the City Hotel, while I took an electric spin for variety to Chicopee and back. Two giggling girls, who had evidently planned the same trip, made the journey fiercely exciting by a desperate flirtation with the motorman, which fortunately did not imperil the lives of the passengers.

Thursday the tour was resumed through Holyoke, Granby and Belchertown (where I got lost and spent some time wandering in the woods) to Ware,

where I filled up and purchased some "don't-be-wooly" gun. The afternoon was spent pushing up through Hardwick and Dana, to Athol.

Friday was another fine day; in fact, most of the days were fine. I soon caught sight of Monadnock, "Cheshire's haughty hill," and rode in that direction to Winchendon, then crossing the State line, found myself in Rindge, N. H.

From Rindge I rode to Jaffrey, where I spent my last night of the ten at Cutter's Hotel, and returned next day by train to Boston, well pleased that my tires had escaped puncture in spite of steep and rocky roads.

CAMBRIDGE, MASS.

HERBERT S. FORMAN.

MEDICINE never seems so bitter if you smile while taking it.

A POOR road offsets the advantages of a good market.

Do you wish to be classed with the other animals that live in the mud?

WE WOULD like to correspond with some one who has made the trip from New York to Washington on a wheel.

ALL New Jersey papers desiring to receive cycling news regularly should correspond with Dr. Albert J. Wright, of Montclair.



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SOME NEW ELECTROTYPES.

The above cuts show some new sketches which we have just made for use on letter-heads, envelopes, etc. Electrotypes of any of these may be had from the L. A. W. ROAD DEPARTMENT,—by mail, prepaid,—on receipt of 25 cents each for the larger sizes and 20 cents each for the smaller sizes.

To poets who wish their verse returned,
We give the proper caper:
Enclose a two-cent stamp, or write
Upon asbestos paper.

THE farmers of Kentucky have taken the law into their own hands and destroyed the toll gates in a section of that State. The turnpike companies had not kept the roads in fit condition and had charged the full rate of toll. The farming community in that section is in a high state of excitement, and the result will doubtless be an agitation in favor of improved highways.

THERE are 2,000,000 tramps in the United States, it is said. And there are just about 2,000,000 able-bodied men needed to work on the roads instead of traveling on them.—*Press*, Philadelphia, Pa.

IT ALL depends on the condition of the road.

FRIEND CLARK, of Harrisburg, appears to have forgotten that there is a ferry at Columbia, Pa., which will take you across the river with great eclat. It is not so comfortable as the "Paris," nor has it the speed of the "New York," but it gets there, all right. And then, to go around by Harrisburg, one misses Columbia—a fair town, filled with pleasant folk, who know no lack of kindness for the stranger who passes through or, liking, cares to tarry.

PHILADELPHIA.

No. 109,067.

PROTECT your horse from the wintry winds with an L. A. W. Chest Protector.

AN ASSUMPTION of wisdom is often the strongest presumptive evidence of ignorance.

TAKE good care of your old bicycle. It will be worth the more to trade for a new one.

"Camera Fiends"

A Utah Highway.

The picture herewith is a view of part of the road through Ogden Canyon. This road leads through one of the most beautiful canyons in Utah, and is



the delight of Ogden cyclers as well as any who have the good fortune to visit it, or better, to cycle over it. It demonstrates the fact that even in the "wild and wooly West" it is possible to have excellent roads. Being a "Camera Fiend," as well as a cyclist, I shall have to be held responsible for the taking of the photograph to which I refer.

OGDEN, UTAH.

S. HARPER FOLCKEMER.

A CORRESPONDENT recently stated that he preferred cut films to roll films, but did not tell why. Several write us that the roll film is preferable. We will print fifty words on each side of the question if our correspondents will furnish them: it is too technical for much of a discussion.

W. C. FULLER, Chagrin Falls, O., wants to buy a second-hand 4 x 5 camera.

On the Rhine.

H. E. Clewell, Nazarett, Pa., writes that in photography, as in everything else, "Cleanliness is next to Godliness," and that in most instances the lack of success is due to the carelessness of the



operator. The picture published herewith is a reproduction of a photograph of a German castle, Rheinstein on the Rhine. The photograph was taken by Mr. Clewell.

Cameras and Things.

MR. "HYPO" asks: "What camera is the best to use when on wheeling trips?" This is a hard one, — almost as much so as the one, "Which wheel is the best made?"

I have never been able to use a box camera with any degree of success. Focussing scales are rarely correct, and even if they are, few persons can measure distances accurately with the eye. Of course, at distances of fifty feet and more, this makes little difference, but everyone wants at times to make his figures as large as the plate will admit, which means that it must be at short range, and if one guesses the distance wrong to the extent of a foot or two with a large diaphragm in, the image is out of focus.

I use a camera rather larger than the average amateur wants to carry about, a 5 x 7 folding. The tripod folds up compactly, and is not in the way on a wheel, while the box is carried in a leather case with shoulder strap. I usually carry three plate-holders (six plates), but I have also a film box, which I use instead of plates when I wish to take a number of views, or am making a long trip, where weight is a consideration. I agree with Mr. "Hypo" that roll films are very apt to make the young operator swear when he first tackles them in his dark room, especially if his earlier experience has been with plates. However, if he will develop each view separately, after a thorough soaking in a one-to-thirty-

two solution of glycerine and water, he will get the curl out of them, and a little practice will enable him to handle them almost as easily as plates. My experience has been, however, that the amateur cannot obtain the same degree of success with films as with plates; why, I don't know. It's true that plates are heavier to carry and a folding camera more trouble to use than a film box, but if the amateur is enough interested in the "art science" to wish to do the best work he can, it pays to use them. This, of course, if he wishes to make not more than six exposures on a trip. If he wishes to make a large number of exposures, films are hardly to be avoided, and the film in rolls is no harder to work and easier to carry than cut films.

I have been photographing for about a year, just about long enough to learn how to develop properly. I have passed through that state of discouragement which Mr. "Hypo" says he is now in, and I would strongly advise him to keep at it. Early experiences in this business rather knock the conceit out of a fellow, but a good way to restore enough conceit to do business with is to go with some experienced landscape photographer some day, watch him take a view with all imaginable care, watch him through the dark-room processes, see a fearful failure, and then ask your experienced friend, why. He has n't an idea why it is, and as you have had the same experience, your mind is much relieved to find that "there are others." "DEACON."

SOME SNAKE STORIES.

I am surprised to know that many of your readers doubt the veracity of the writers of some recent events under the heading of "Recent Fiction," and, on the other hand, do not see anything remarkable in any of them, as I supposed the days of wearing high-topped boots to protect one's self from the bites of rabbits had been relegated to the past. All the insects mentioned in these articles are harmless. Even the skunk encountered by No. 70,948 is not dangerous, though I would advise approaching him on the "off" side, and running on six-mile-an-hour ordinance time.

It is the incident that endangers life and limb that is looked upon as remarkable and is sought out by the majority of cyclists, who well know the dangerous path they are traveling, and that they may at some future day fall similar victims. There is nothing that will stir up the interest and awe that a really meritorious sea serpent story will, and the only difference between one of these narrations and mine is, while the former is stuffed full of the "blood and thunder" style, mine is modest, in this direction, and refers to the facts in the case from a truthful standpoint only.

While traveling in western Kansas, last summer, I got into a locality that abounded in various kinds of snakes, among which were a few specimens of the "hoop" variety. Though cautioned repeatedly by the natives to be more careful, I kept on carelessly, and rather anxiously waited the appearance

of a real "hoop" snake that I had heard of so often, but never believed existed. One afternoon while en route from Rawlins to Cottonwood Gap, I heard a noise behind me, and looking back I saw something in the form of a hoop approaching me, and on closer examination found that it was a real hoop snake. There was no time to lose, and it did not take me long to get into one of those positions and get up one of those paces that a fellow makes when he is trying to make a grand-stand play in the last quarter, the only difference being that I never had a wheel run with as little exertion, and I am sure that if I had had a chronograph held on me I would have lowered the Kansas record for all distances up to three miles, which is the distance I think I ran before he overtook me, which he soon did. You can imagine how I dodged, thinking every moment to be struck in the back with that horny tail, but instead of hitting me, he struck my hind tire, and, of course, punctured it; but I did not stop to see how large a puncture it was, but kept right on going, and was surprised to see how easy the wheel run with a flat tire; but on arriving at Cottonwood Gap found that he was wrapped around the rim, and had his tail in his mouth-making as good a cushion tire as I ever road on.

I left him on there till I completed my journey, and then took out the stuffings, put a valve on the head end, and am now using him for an inner tube.

L. E. MARS, IA. CHAS. L. V. BERG, No. 53,500.

THE recent squirrel, chicken, skunk and deer stories, published in the BULLETIN, have encouraged me to come out of my modest obscurity and tell what happened to me.

I was riding one day last Summer, carrying an umbrella (to keep the enamel from blistering, not my face, which is hardened), when I saw a snake in the road. The length of the snake is immaterial, since it proved to be long enough.

In endeavoring to avoid the creature I dropped my umbrella, which, catching on the pedal, "threw the chain." At the same instant, the snake got mixed up with the front wheel and was thrown back on to the sprockets. In attempting to glide down the front of the larger one, the head encountered the tail, and, being a "snapper" (the snakes are "snappers" in this section, not the turtles), it laid hold of it, and the creature immediately became a first-class substitute for a bicycle chain. I coasted two miles before stopping, and by that time the snake, being quite as intelligent as the average road patcher, was sufficiently domesticated to understand what was expected of him and was evidently proud of his new position. I have continued to use him regularly until the present cold wave. He never needs lubricating, and he "takes himself up," at intervals, by swallowing an extra inch or so.

I have a large number of snakes in training, and propose to revolutionize the bicycle-chain industry, next Summer, as I humbly hope I have already revolutionized the snake-story industry.

NORWELL, MASS. T. THOMPSON, No. 91,754.

CYCLING IN WINTER.

In response to a request for letters giving information and experiences relating to winter cycling, the following communications, selected from a considerable number of similar ones, will show the high esteem in which wheeling as a winter pastime is held.

I HAVE used a bicycle regularly during the last four winters. In the Winter of 1893-'94 there were only three days, and in '94-'95 four days, in which I did not ride at least two miles and usually six miles every day. That I did not reach quite as high an average last Winter was not because winter riding is either difficult or unpleasant. Under almost any circumstances, I would rather ride a wheel than walk, and it has always been a source of wonder to me that most riders put their wheels away on the approach of Winter.

A bicycle will run very well through two or three inches of undisturbed light snow. After the snow has been cut up and partially packed by other vehicles, steering becomes difficult for a time. As soon as the snow becomes packed hard and smooth a wheel will run almost as well as in Summer.

Frozen roads without snow quickly become rideable where there is much travel, and often get so hard and smooth that they are better than they ever get in the summer. Do not be afraid that ice will cut your tire. You can ride over the sharpest and most jagged pieces of ice without injuring your tire in the least, provided, of course, that it is properly inflated.

In all my experience I never but once had a tire punctured by ice. This was a very thin track-racing tire, already almost worn out and not sufficiently inflated at the time. Punctures of any kind are very rare in Winter, because all tacks, nails, etc., are covered up and frozen in.

Riding on smooth ice is one of the pleasantest of Winter pastimes, and far ahead of skating, to my mind. On very smooth ice the novice may experience some difficulty in mounting, and care is necessary in making turns, though one can ride straight ahead without any trouble on ice too slippery to walk on safely. After the ice has been roughened a little by skating or natural causes, there will be no trouble from slipping. A soft tire will slip less than a hard one, and a tire with a rough tread is better than a smooth one. As to speed, I have beaten our best skaters in 100-yard dashes, standing start, while for longer distances the skater is nowhere. I have always believed that the straightaway record would be made on the ice, though the latest combination of mountain side and Colorado zephyr makes it doubtful.

If you ride in sloppy weather or if you take your cold bicycle into a warm room, the nickel-plated parts must be wiped dry or they will rust. To obviate this, keep them well greased with vaseline or give them a coat of varnish.

Feet, hands and ears get cold a little sooner than in walking the same length of time, but not as soon as in driving. As one can ride a mile or two before he has time to get very cold, I would rather ride the wheel than walk, even when the temperature is below zero.

Wear heavy woolen underclothing, loose shoes with thick socks, cap over ears, and warm mittens, and you can ride comfortably with thermometer at at zero or lower.

J. A. GREEN, No. 46, 144.

OTTAWA, ILL.

I rode all last Winter, day and night, missing only three days. So far this Winter, which set in very early, I've been at it, and expect to keep at it all Winter.

Those who ride in warm weather alone lose more than half the true enjoyment of cycling. Of course, it is a matter of business with me, as I am a physician, but it is also an "exceeding great pleasure."

I find no difficulty in riding in snow up to four inches in depth. As to icy and slippery roads, there is no trouble except in turning corners, and not then unless the surface is unusually glassy. I have had but one or two falls from that cause. In riding icy, slippery roads, it is well to have the tires a little soft, lessening the danger of slipping.

For riding clothes, I wear hygienic underwear, a heavy cloth fabric, lined with *unspon* wool, the effect of which is to take up moisture speedily and deposit it in outer fabric, leaving one's surface always comfortably dry. This underwear also never causes itching, as does every other woolen kind I ever tried. Otherwise, I wear an ordinary business suit, with a short, heavy overcoat, best described, I believe, as a reeler, and if it is extremely cold, I put on leg gings and low overshoes.

Except for slipping, I don't know of any dangers other than those one meets at other seasons.

FR. DODGE, IOWA.

No. 96, 270.

In reply to questions about winter riding, would say that I weigh two hundred, and am past forty. I ride in all kinds of weather, unless stopped by deep snow or rough roads.

I wear ordinary winter garments; my heavy sack coat is single breasted, and buttons up to the neck. Woolen mittens and a cap complete my toilet. My ears are rubbed before starting, if the weather is very cold. An overcoat is cumbersome, and both that and a frock coat are ridiculous for looks. I can ride over ice, and snow up to four inches deep, without slipping, but when ruts are encountered, or the ice is cut up by horses' feet, it is disagreeable and dangerous.

UTICA, N. Y.

JULES DORN.

SEEING an inquiry relative to winter cycling, in the last L. A. W. BULLETIN, think I can give you a pointer.

Last Winter I did not put my wheel away, and, with the exception of about ten days, when the heaviest snow storms occurred, I rode from house

to office all winter. As soon as walks were shovelled off, after the heavy snows, I made my regular trips — three-fourths of a mile — six trips per day.

I found that by procuring strong, unbleached cotton cloth, tearing it in strips about three inches wide, deflating the tires a little and wrapping the cloth tightly between every spoke, the entire circumference, then fastening the end strongly by sewing on, and blowing up tires again to desired hardness, that I could ride over ice and dry or wet snow without slipping. This remedy I know to be effectual, and it costs but little.

WATERTOWN, N. Y.

W. H. PARSONS.

I HAVE ridden a wheel for the past five years, and ride all winter when the roads will permit. I find no trouble with ice. Have ridden my wheel the next morning after an ice storm, when it was utterly impossible to keep your feet, but could ride my wheel up and down hills, and the only difficulty I experienced was in turning corners, which I could do only by running very slowly. One cannot ride through soft newly-fallen snow, as the wheel will skate around in it, and the rider will get a "spill."

I wear good, warm clothing with large, loose Arctic overshoes, a cap that protects my ears, and a loose pair of dogskin gloves, tanned with the hair on and fleece-lined. I ride when the mercury is 20° below zero and suffer no inconvenience. I have never had any trouble with my wheel whatever, but would advise using an oil that will not easily congeal.

F. H. GILLETTE, No. 114,849.

ELGIN, ILL.

Now that Jack Frost is upon us, many wheelmen have, pursuant to dispensing with riding for the season, stored their wheels away, thoroughly convinced in their minds that, with the advent of the first snow storm, wheeling cannot be continued with security. From my experience, however, a cycle ride over the snow-covered ground (when snow does not exceed say, two and one-half inches), provides a thoroughly enjoyable outing.

Encased in suitable clothing, a heavy sweater and a pair of woolen gloves, nothing is more exhilarating than a short ride through the snow-covered streets of the city, the snow forming a veritable carpet over the uneven pavements, actually expediting wheeling instead of retarding it, and the "crunch, crunch" of the tires as they speed over the smooth surface of the snow will, no doubt, prove an innovation to those who have never as yet tasted of the pleasures of a "snow ride."

B. ANCHILL.

BROOKLYN, N. Y.

It is a great mistake to put away the wheel on the approach of cold weather, as some very enjoyable riding can be had at this season of the year. Dress warmly, but not too warm, as the exercise will produce some little perspiration, and the cold air striking through the clothes will produce a chill. Wear a cap to pull down around the ears, good thick underclothes, thick stockings or two

pair, one over the other, and, last but not least, a warm pair of gloves. I wear on my body a paper waistcoat, two heavy sweaters, and my ordinary cycling coat. If the roads are not too "rutty" and there is very little ice to slip on, a trip on a cold day has no terrors, and is very exhilarating; but do not try to ride over frozen snow, as it is liable to result dangerously, both to wheel and rider. Century runs can be made, thus fitted out, with as much ease as in warmer weather. Try it, and you will experience a ride that will refresh you more than under any other conditions.

BOSTON, MASS.

W. B. HANDY, No. 14,436.

A JERSEY ROAD.

To the well-informed wheelman the word "Jersey" calls up a vision of delightful highways. A great deal of intelligent road-making has been and is being done in New Jersey, and the value of the



good and favorable advertising the State is receiving in consequence is beyond computation. The picture here given is from a photograph taken by John A. Dohrman, New York city, of a road near Westfield, N. J.

Blushes Are Not Transmitted.

There's one advantage, all must own
When they the line have used,
A man can lie by telephone
And not appear confused.

Why doesn't some enterprising manufacturing jeweler make an L. A. W. watch with the Good Roads movement? It would go.

THE Boston *Globe* says: "A number of the ministers of Baltimore have started a movement against the practice of having funerals on Sunday. As a funeral usually occurs about three days after death, all Baltimore citizens in favor of this movement should refrain from dying on Thursday."

Don't be afraid of Jack Frost. The bicycle is more than a match for him.

A VICARIOUS ATONEMENT.

NIXON WATERMAN.



IM was a harum-scarum boy,
with a natural bent for sin,
But his mother never gave
him up as she tried through
thick and thin
To make of her boy a better
man than ever his father
was,
And she still believed he
would turn out well, as a
mother always does.

The rest of the world was
much too slow, or else too
fast for Jim,

And its goodness seemed all out of joint for it could n't keep
step with him.

He kept on going from bad to worse, but his mother clung
to hope,
Till the darkest day that ever was — and she saw the cap
and rope.

I've always thought that mother's love would have put his
soul in tune
Had the tangled life been spared, but, oh! he was called
away too soon.

And though he was bad to the very last it cannot be denied,
I'm very sure he must have grown lots better since he died.

For many and many a time I've seen that woman climb the
hill

That leads up to the city where the homes are all so still.
And I often think as I see her kneel in the twilight cold and
dim.

That God *must* do as much for her as she has done for Jim.

A SHORT KENTUCKY TRIP.

A party of three,
A banker, my wife, and me

started from Battle Creek, Mich., for a run of a few
days across the Blue Grass region of Kentucky,
seeking relief from business cares. It was the last
week in October. We took a train to Cincinnati
and a boat to Maysville, where we enjoyed a com-
fortable night's rest in a hospitable hotel, where
wheelmen were made doubly welcome.

A start in the late morning took us up the long,
winding Maysville hill, and thence, for about four
miles, we found slippery roads. Then we struck
the hard road bed, and from that time, all the way to
Louisville, we had as fine roads as heart could ask.
The country in this vicinity is rolling, but, except
one rolling which my wife took as the result of a
too-venturesome coast, we enjoyed the up hill and
down dale.

At May's Lick we found no place to "eat our-
selves," as the Irishman said, but a suggestion from
the keeper of the little store that, "may be that nigger
down yonder holler 'll feed ye," led us to a typi-
cal darkey cabin, and for a quarter apiece we had
the best-enjoyed meal of the whole trip. From
there we went to Blue Lick Springs, where we sam-
pled the sulphur water, and our host took us, his
only guests, over the Indian battle ground, where
he grew eloquent over the historical value of the
spot.

Oh, it is wonderful, this blessed wheeling! Here
were two men, used to working and reading until
nearly midnight before sleep would come to close
their eyes, going to bed at 8.30 and sleeping like
babies until 7 the next morning. And what appeti-
tes! My friend, the banker, with a fastidious
taste, eating anything set before him with the relish
of a boy of twelve, and with his headaches and my
neuralgia left far away in Michigan.

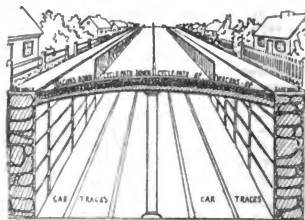
We rode on to Paris *via* Millersburg, where a
lank Kentuckian impressed us with the fact that he
was a "bad man," showed us his knife and fairly
made our blood run cold with the information that
his favorite "weepin" is not a gun, but a small
hatchet, sah, because it is a fine thing in close quar-
ters — and never misses fire, sah."

We got to Lexington next. And what a soil that
Blue Grass country has! Think of five successive
crops of tobacco and then an elegant crop of wheat!
We ran leisurely to Louisville, taking in all five
days for the trip, — out for enjoyment, not for a
time record, and back again to bank president's
room and lawyer's table, with rested brains, strength-
ened bodies and renewed thankfulness for the sport
which enables friends of forty and sixty years apiece
to feel like youths of fourteen and sixteen, forget-
ting all their cares, eating like wolves and sleeping
like kittens.

S. S. HULBERT, No. 76,506.
BATTLE CREEK, MICH.

A "SUPPRESSED" TROLLEY ROAD.

To those who have been familiar with the large
number of deaths caused by the electric cars of
Brooklyn, N. Y., it will not be surprising that the
scheme here illustrated should have been suggested



by a resident of that city. He calls it a "sup-
pressed" electric road. The reader will observe
that after putting the trolley-cars underground he
proposes to still further protect the cyclists by
fences between them and the wagon road. We
would suggest that the cycle path in the centre
might be made of plate glass, so as to let light into
the basement and at the same time give to the
wheelmen a surface of the desired quality and
smoothness.

Now, Why Not?

I think 't would be singular, very.
And yet 't would be really tip-top,
If the vinegar's mother should marry
The frisky champagne bottle's pop.

THE publisher of the *L. A. W. BULLETIN* desires to give credit to the publisher of the *Boston Journal* for permission to reproduce the pictures of George and Martha Washington, as shown in last week's issue of this paper. The credit, which should have accompanied the pictures, was inadvertently omitted.

IT is a safe general proposition that the less a man amounts to himself the more likely he is to criticise others.



THIS cut illustrates a number of styles of initials which can be made in solid silver or brass, gold

plated. The cut shows them three-fourths of the actual size. Each letter has attached to its back small points by which it may be readily attached to cloth, paper or leather; they would be fine for use on the cap or coat collar. The price would depend on the number we could dispose of. If you could use one or more sets of these, please send your order on a postal card to the L. A. W. Road Department. Please don't send any money, but say how many you would want if they could be furnished at 50 cents or less per set for the solid silver, or 25 cents or less for the gold-plated. What we do about it will depend on the number of orders received.

I WISH to ask your readers a question. Suppose a rider to travel fifty miles or more at a single trip, riding any ordinary tire, then after resting, say next day, he should ride over the same course,—all other things being equal, but with tires of double thickness on the tread,—would he perceive any difference in the work? I don't believe he would, but he would avoid many punctures.

I would also like to know if the liquid advertised by several firms to heal punctures is of any practical use, and if it is injurious to tires.

No. 122,768.

[The thinner tire would be the more desirable unless it gave trouble from puncturing. We have never used any of the liquids to which you refer. We have heard strong talk both for and against them. The "tire association" make a condition that the manufacturers' guarantee is forfeited if any of the repairing liquids are used.—E.D.]

No. 88,591 suggests that distances between towns should measure from the postoffice in each case, as that building is usually in about the centre of the town.

THERE will be many things to occupy your time in the Spring. Mend the roads the first opportunity you get.

POSSESSION is nine points of the law, and self-possession is the other one.

THE "Humboldt Wheelmen," of Eureka, Cal., claimed to be the largest club in the far West, would like a few "truly artistic" advertisements to hang in their new club house.

IF YOU "talk back" you are no better than the other fellow.

A HEART without sentiment is a flower without any perfume.

IS A COLLEGE that teaches horn-playing a musical insti-toot?

THE more a man thinks of himself the less there is left for the neighbors to do.

"OLE EZ. PERKINS."

BY JOE LINCOLN.



EZ. PERKINS was the greatest
cuss
Fer tellin' lies 'at ever wuz.
There vran't a thing beneath
the sun
That Ez. would say he hadn't
done,
And done a darn sight better
than
Just 'ary other livin' man.
An' if a feller 'd go ter tell
A yarn, t' would start up Ez.
an'—well!

That other feller 'd simply quit
When Ezzy got agoin' it.

So when he struck the town one day
A staggerin' in the queerest way,
An' sez, "Well, boys, I guess I'm done;
A rattler's bit me,"—everyone
Just grinned and winked the other eye
An' sez, "Here comes another lie."
But Ez. just fooled us, for at that
He reeled and tumbled over flat.
An' then Doc. Simmons cum an' sez,
"Boys, here's the last of pore ole Ez."

We all felt bad, I tell you now,
An' some one sez, "Well, I'll allow
It was a rattler, coz I see
One ten foot long—" Well, hully gee!
No wonder that he looked surprised,—
Ole Ez. was openin' up his eyes.
An' in a voice we just could hear,
Sez he, "This one was forty, clear,"
An' then a smile passed o'er his lips,
An' calmly he passed in his chips.

'T was quite a spell 'fore we 'd agree
What Ez.'s epitaph should be.

We wanted somethin' plain and neat
That told his virtues all complete.
An' that, you see, just made it bad:
We could 'nt think er none he had.
But finally we put "A mere
Plain speaker of the truth, lies here."
And, when we got it done, we sez,
"There! That's a lie 'ud tickle Ez."



RIGHT OF CYCLISTS ON CABLE ROADS.

By WM. GEO. OFFENHEIM, LL. B. (No. 7835).
Member of the New York Bar.

A case of considerable interest and importance to bicyclists has just been decided by the Appellate Division of the New York Supreme Court of the First Department (New York city and county).

Mr. Justice Barrett, probably the most eminent learned and logical member of the Division, which is composed of seven judges, has written an opinion reversing the decision of the trial court in the case of *Rookes vs. The Houston Street & Pavonia Ferry R. R. Co.*, in which he holds that a cyclist on a cable-car slot was lawfully thereon.

It is worthy of notice that all the other six members of the Appellate Division concur in his opinion.

From the law report of the case, it appears that a young man was riding his bicycle on the slot of the cable car aforesaid; that at 19th street (New York city), and without warning from the motorman or

conductor of the cable car, which was approaching him rapidly from the rear, he was run down and thrown from his bicycle and severely injured.

The young man brought suit against the railroad company, and on the trial (which I reported about a year ago, animadverting on the injustice of the decision) his case was dismissed on the ground "that he was guilty of contributory negligence, as he was in a place of danger when the accident occurred."

The plaintiff, Rookes, admitted that he was familiar with the rumble made by the cable car, but that he was run down before he could change his position, and that no cable-car bell was rung and no gong sounded before he was struck.

The Appellate Division of the Supreme Court reversed the decision of the trial court, and held "that under the Laws of 1890, chapter 568, sections 162 and 163, Mr. Rookes was lawfully on the track; that he certainly had a right to expect the usual warning in the rear; that he was proceeding lawfully and with a justifiable sense of security; that no duty was imposed upon him to look back; that his primary duty was to look in front of him, to keep a good look all around, but that he could not ride upon his bicycle at all—certainly not with safety—and yet keep his head turned so as to observe what was going on behind."

Evidently Judge Barrett has a level head and does not look back.

The opinion concluded, "therefore the question of negligence or contributory negligence was one for the jury."

A new trial was ordered, and some questions of interest to bicyclists may hang thereon.

A WARNING.

Much has been read about the visit of Li Hung Chang to this country, and we noticed in the papers that some one had presented him with an American bicycle.

Immediately he began to talk up the Chinamen, by saying that the Chinese invented the bicycle, etc.; but if the readers of the BULLETIN will consult the American Cyclopædia, they will not find a Chinaman's name in the list of inventors.

If "*Chang*" should visit America again, and "*Li*" as he did before, the wheelmen should get together and see that he is "*Hung*."

RUSSELLVILLE, KY.

LUCIEN M. BROWDER.

"LOVE goes where it is sent." A woman does n't love a man a whit less because he is witless.

THE bicycle is not of a few days and full of sorrow. It is all the year round and full of pleasure.

A MEMBER of the Iowa Division answers the Kentucky member's question, "What position should a gentleman take when riding with two ladies," by saying, "Leave one of them at home."



The Original Plan.

God gave men horses to pull the loads,
But he gave men brains to build them roads.

ROADS AND SIDE-PATHS.

NEW JERSEY is becoming famous the world over for its splendid system of good roads. The value of its real estate has been greatly enhanced by the building of improved highways, and the consensus of opinion is that the State has been lifted up by the intelligent efforts for the betterment of its public thoroughfares. The people of that State are proud of the distinction it has attained and will not suffer its highways to deteriorate.

But even New Jersey has some muddy roads fogies, to be won over to the light by the gospel of improved highways. One of them, in addressing a recent meeting of the Salem County Farmers' Institute, at Woodstown, said:

We only want the expense of the road building divided, and in view of the incompatibility of a bicycle track and heavy hauling going on over the same highway, we suggest that our bicycle friends, who can give us so many points on roadmaking, chip in and build themselves ideal paths for "scorching," specifying only that we will allow no grade crossings and assuring them that we will make out to get our grain and produce to market without encroaching on their thoroughfare; and that we will sit in the shade on Sundays, and, as they fly by with perspiration streaming from every pore we will enjoy with them the hallucination that they are having a great time."

It is an easy matter to guess that the speaker knows little or nothing of the gracious and beneficent pleasure of cycling when properly indulged in. He is equally as much at sea regarding the best and highest interests of farmers and their need of good roads.

How much road improvement was there before the coming of the bicycle, and how much has since been done except through the direct or indirect influence of wheelmen?

One of the most serious menaces to the Good Roads movement is the proposition to build bicycle side-paths. Already the wheelmen are building hundreds of miles of paths, most of which, including-of-way, is being paid for out of their private purses.

The wheelmen have as great a proportionate right to the use of public highway funds for the building

of paths as the farmers have for building roads. Good roads cost thousands of dollars a mile, where good paths cost but a hundred or two. Once built, the paths need no repairs to speak of except those made necessary by some cause other than the wear of the bicycles that pass over them.

The bicycle improves its own path. The heavy, narrow-tired wagon destroys the way it passes over. In the matter of original cost and the expense of repairs the bicycle path has everything in its favor.

By those who have considered the question broadly and intelligently, it has been thought best for all to pull together in the matter of securing good roads. The wheelmen and farmers working in unison can certainly do more than they can pulling in opposite directions,—the former trying to secure the lion's share of the appropriations for the building of cycle paths while the latter wish it for making roads.

Do the farmers who now object to paying their share toward the building of roads which they must have wish to be taxed for the building of cycle paths which are for the exclusive use of wheelmen?

The farmers are the very ones who should insist on keeping the wheelmen in the public highways, rather than to do anything to drive them to building exclusive wheelways. When the bicycle leaves the roadway, the one great force tending toward highway improvement is removed. The intelligent farmer knows this. His son who has had a taste of bicycle riding has impressed it on his mind.

In an issue drawn between roadways and wheelways the latter will have much the best of it. The wheelmen in many localities are becoming tired of trying to lead the headstrong, balky mule to the very fountain it is thirsting for. They are building side-paths and permitting the lovers of muddy roads to wallow in their favorite element.

The best interests of the farmers will be served by keeping the Good Roads movement a common cause with that of the wheelmen. All vehicles are taxed. The bicycle does not wear out the road.

A WRITER in the Rochester *Post-Express*, in the course of a long article on "Good Roads Legislation," says that a mistake is being made in not paying more attention to the width of the highways between fences, and to their beauty as well as practicability. He thinks that a roadway used by horse-drawn vehicles is not fit to be used by cyclists, and believes all of the improved highways should be laid out with a provision for cycle paths at each side.

A GOOD road fixer is what every community needs more than it does a daily fashion hint from Paris.

HAD horses speech they'd quickly teach that mud and stones mean skin and bones.

TO HAVE had a good ride one must have had a good road.

MONEY VALUE OF GOOD ROADS.

[Prof. W. C. Latta, of the Purdue University, La Fayette, Indiana, has been obtaining some pertinent information regarding the money value of good roads. The farmers of the State were asked to contribute their views on the subject. Their replies have been summarized by Prof. Latta, and published in *The Farmer's Call*, of Quincy, Illinois.—Ed.]

Over forty replies to these queries were received. As would be expected, from the difference in soil, surface and distance from gravel beds, there is a wide range in the estimates of the different correspondents. Many of the estimates are necessarily mere guesses, while others are based on a thorough knowledge of the matters under consideration.

The averages of these estimates should give—and they probably do, approximately—the consensus of opinion, held by the most intelligent farmers of the State, as to the cost and money value of improved highways and the loss due to poor roads.

The approximate averages for the forty counties are as follows:

First. The average estimated increase in the selling price of land due to existing improved highways is \$6.48 per acre. The estimates from which this average is made refer in most cases to lands near the improved roads, but in a few instances they apply to all the lands of the county. The average increase, therefore, of \$6.48 per acre is lower than was intended for the lands near the improved roads.

Second. The estimated average increase per acre that would result from improving all the public roads is \$9.00.

Third. The estimated average cost of converting the common public roads into improved highways is \$1,146 per mile.

The estimated average annual loss, per 100 acres, from poor roads, is \$76.28.

If these estimates are even approximately correct they furnish a key to the satisfactory solution of the question of highway improvement from the money standpoint. On the basis of the last mentioned estimate the average annual loss per acre from poor roads is over 76 cents. In five years the losses would aggregate \$2,432 for every section of land, and this sum would construct two miles at a cost of \$1,216 per mile, which is \$70.00 per mile above the estimated average cost given by the farmers themselves. The present road tax which, under existing laws, is largely thrown away, would, under a proper system of road maintenance, doubtless keep improved highways in perfect repair.

If the foregoing statements are a near approach to the truth, it follows that the losses and expenditures which farmers actually incur on account of poor roads would also secure permanently good roads. Can any sane mind doubt the wisdom of exchanging the losses, delays, accidents and vexation of spirit, occasioned by bad roads, for the comfort and other advantages of good roads when the cost is the same?

But there is another side to this question, viz: the increased value of land from highway improvement. As already stated, this increase is estimated by the farmers consulted at \$9.00 per acre. This would enhance the value of each section of land \$5,760, which is more than double the estimated cost (\$2,292) of the two miles of improved highway, which constitute the quota for the section. Just here the objection may be raised that the improved roads would not increase the productive capacity of the land, while the enhanced commercial value would increase the taxes. Let us, for the sake of argument, grant this plausible but fallacious objection, and then find what it amounts to. Let us suppose the increase in appraisement for taxation to be \$4 per acre, and the tax rate $1\frac{1}{4}$ per cent. This would mean an annual increase in taxes of five cents per acre, or \$5 per hundred acres. Would not our objector, after enjoying the benefits of good roads, be willing to give, therefore, the extra \$5, if necessary? Would he keep the money and go back to the thralldom of mud roads? If so, he has the option of selling his farm at an advance, according to the average estimates of his brother farmers, that will more than doubly reimburse him for his expenditure on highway improvement, and he can then remove to some native wild whose quiet waters have not been "troubled" by the spirit of progress.

I am aware that many intelligent farmers will not accept the estimates of their fellow farmers as to the money value of good roads—many who will even deny that improved highways have any appreciable money value. I am glad to know, however, that many of these very same farmers favor good roads, and would aid in their construction for the same reason that they would build for themselves comfortable and even luxurious homes.

In view of the very general recognition among farmers of the necessity and benefits of good roads, I am encouraged to believe that a very large proportion of the farming classes will heartily join with the people of the cities and towns in an effort to devise, adopt and put into execution some efficient, economical and equitable system of highway improvement.

In conclusion, it is but just to those who have kindly furnished data for this paper to say that their estimates of losses due to poor roads apply only to live, enterprising farmers, who would reap full benefits to accrue from improved highways. That there are some who would realize but little substantial gain from highway improvement must be admitted, but to base an argument against good roads on this fact would be to do gross injustice to the great majority of industrious, thrifty, enterprising farmers who are doing so much to make Indiana one of the foremost agricultural States of the Union.

Purdue University, LA FAYETTE, IND. W. C. LATTA.

THE man who never blankets his horse in the Winter is the one who insists the roads are good enough.

League of American Wheelmen

.. Official Department ..

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TEXAS. Chief Consul, Daniel H. Gound, 1144 Market Building, Colorado Springs.

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NORTH CAROLINA. Chief Consul, F. H. Kerrigan, New City

Boston, Dec. 11, 1906.
Total, 187-72,548.

Over 187,000, CONNECTICUT, 5-1,429.

415 Chase, Frank H., 84 Bank st., Danbury
6 McOse, Miss Mollie, Hawthorne
7 Ray, J. A., 201 Forten st., New Haven
8 Williams, Lewis, 437 Elm st.,
9 Gherardi, Rascort, Rear Admiral
U. S. N. No. 87, Stratford

Over 187,000, GEORGIA, 4-135.

420 Mix, Harry C., 107 Cotton ave., Macon
1 Penney, F. R., 150 Cotton ave.,
2 Smith, Howard M., 314 Second st.,
3 Walker, H. W., 44 2d st.,

Over 187,000, ILLINOIS, 3-3,207.

Cap. City C. C.
424 Weber, J. F., Ridgely N. Bank, Springfield
5 Halverson, Ingebrigt, 181 No. May st.,
6 Watson, Frank L., box 832, Chicago
Monmouth

Over 187,000, INDIANA, 3-983.

White & S.
427 Fats, Geo., 15 Monument place, Indianapolis
8 Sewanty, Anthony, 82 Leon st.,
9 Brown, S. H., Washington

Over 187,000, KANSAS, 3-752.

430 Bethesda, L. B., Belleville
1 Gushier, Joe, 219 Monroe st.,
2 Martin, Geo. W., Troy

Over 187,000, LOUISIANA, 2-336.

433 Kirkwood, R., 217 Main st., Baton Rouge
4 Post, M. A., 217 Main st.,

Over 187,000, MAINE, 1-504.

435 Ames, Walter S., box 116, Kittery Point
Over 187,000, MARYLAND, 8-1,243.
436 Formosa, Joe F., 873 Park ave., Baltimore
7 Hall, T. B., Jr., John Hopkins Hospital,
8 Hunting, E. B., 2229 No. Charles st.,
9 Keigher, Mrs. J. C., 111 McCulloch,
440 Lawden, Charles T., Washington

1 Pitzer, H. A., 128 Columbia st.,
2 Risher, Chas. E., Brightside, Lake Roland
3 Vail, William H., Buxton
Over 187,000, MASSACHUSETTS, 6-9,500.

Tiger Roadsters.
444 Welton, Aaron, 16 Palmyer st., Dorchester
Hyde Park C. C.
5 Buchanan, Walter, 30 Factory st.,
6 Johnson, Chas. H., 19 Walnut st.,
7 Burrier, Miss Elsie A., 9 Scotia st., Boston
8 Seaman, Frank M., 18 High st.,
9 Brown, Frank N., Boston ave., Medford

Over 187,000, MICHIGAN, 8-1,063.

450 Beach, C. C., 23 Beach st., Battle Creek
1 Bower, Chas. E., 259 Grove st.,
2 Davis, A. W., 47 Chestnut,
3 Kingman, A. C., 28 Frelinghuysen ave.,
4 Beck, A. F., 7 West Canal,
5 Field, Scott, 13 East Main st.,
6 Ribble, Thos. S., 600 Jefferson, Bay City
7 Bullen, J. W., box 141, Care

Over 187,000, MINNESOTA, 2-436.

458 Norman, O. A., Dalton
9 Klehke, H. W.,
Over 187,000, NEW HAMPSHIRE, 1-357.

460 Kingsbury, Frederick E., Keene
Over 187,000, NEW JERSEY, 5-1,678.
Arcanum W.
461 Miller, Fred W., 1025 Wash. st., Hoboken
2 Tucker, S. H., box 17, Delair
3 Selger, Adolph A., 30 Hancock ave., Jersey City
4 Vandewer, Warren K., Maplewood
5 Crenner, Rev. W. S., box 46, Somerville

Over 187,000, NEW YORK, 50-20,442.

Cycle Club Brooklyn
466 Beyer, Frank W., 236 Jefferson ave., Brooklyn

Century.
7 O'Connor, Daniel, 251 East 34th, New York
Wynauke B. C.
8 Barkelman, Arnold, M. D., 3 Cheriton
st.,
9 Mecca W.

9 Mether, A. W., 67 West 17th,
Patchogue
470 Butler, R. J., Rider ave., Patchogue
1 McKewen, Walter S., Melde Lane
2 Johnson, Walter R., Bay 38, Bensonhurst
3 Avery, G. Dixon, 48 St. Marks ave.,

Brooklyn
4 Belth, Thomas, 407 Second st.,
5 Bender, Martin, 271 Woodbine st.,
6 Connor, Lewis L., 224 Lincoln pl.,
7 Frear, F. R., 220 St. Johns place,
8 Hoshbain, Wm., 888 Fulton st.,
9 Liebsheid, Cleveland, 34 ave. and 7th st.,
480 Lockett, Theophilus, 287 Adelphi st.,
1 Minshall, Pierpont, No. 124 So.
Fifth st.,
2 Relner, F., 177 Stagg st.,
3 Thom, Wm. J., 1287 Herkimer st.,
4 Keller, Andrew J., 757 Seneca st., Buffalo
5 Priest, Henry,
6 Riegar, Dr. Joseph, 404 Central ave., Dunkirk

7 Hall, John, Port Ann
8 Moore, Henry G., 124 E. Main, Johnstown
9 Hall, Chas. G., box 790, New Rochelle
490 Best, A., 15 West 121st st., New York
1 Browning, A. W., 57 W. 17th st.,
2 Conroy, Wm. M., 372 West 33d st.,
3 Deane, Edwin W., 154 South st.,
4 Donohue, Chas. F., 318 East 20th st.,
5 Edgar, Margaret, 11 West 65th st.,
6 Hall, William W., 303 Fifth ave.,
7 Jenner, W. J., 210 West 103d st.,
8 Levy, Chas. F., 711 Washington st.,
9 Meyer, Jacob, 25 East 63d st.,
500 Monell, Francis O., 1596 Lexington ave.,
1 Murray, J. Irvin, Jr., 173 West 80th st.,
2 Pell, William F. S., 215 East 127th st.,
3 Ried, Guy R., 68 East Broadway,
4 Schrader, Herman, 502 West 129th st.,
5 Stevens, Morris F., 206 Broadway,
6 Sugarman, Mrs. Stella, 1728 Madison
ave.,

7 Sagar, George R., 567 Boulevard,
8 Tomback, Samuel D., 2091 2d ave.,
9 Tuck, J. Frederick, 156 East 22d,
510 Van Dusen A., 57 West 17th st.,
1 Van De Water, Rev. Geo. R., 7 West
122d st.,
2 Swika John, N. Y. Transfer Co.,
P. R. R. Pier 27, N. R.,
3 Toland, James A., North ave.,

Poughkeepsie
4 Chappell, P. M., Saratoga ave., Rochester
5 Cook, William H., 4154 Monroe ave.,
6 Harvey, Christopher S., 66 George st.,
7 Hyde, Byron M., 292 E. Main st.,
8 Kiebel, C. D., 235 East ave.,
9 Morton, Fremont D., 4344 Central ave.,
520 Clark, Fred W., 318 West Embargo st.,

Home
1 Herdin, Geo. Jr., 30 Broadway and
Main st., Tonkers
Over 187,000, NORTH CALIFORNIA,
3-1,630.

Archie Whelmen.
522 Tresselt, H. J., 1717 11th ave., East Oakland
3 Lander, Fred, Las Gatos
4 Oliver, Joseph A., M. D., 1828 Turk st., San Francisco
Over 187,000, OHIO, 6-2,220.

Columbus Cycling Club.
525 Archer, Wm., 90 No. High, Columbus
6 Cole, George, 22 So. High,
Unattached.
7 Day, Matt J., S. E. Cor. 9th and Main,
Cincinnati
8 Sanford, Jas. A., 34 Woodland Ct., Cleveland
9 De Ebel, Joseph E., box 443, Fremont
530 Smyth, Miss Carrie B., Fostoria

Over 187,000, OREGON, 5-114.
M. A. A. C.
531 Mackay, A. E., M. D., Oregonian b'd'g., Portland
Unattached.
2 Potter, E. O., box 143, Eugene
3 Scott, Chas. L., Montevideo
4 Martzell, George W.,
5 Heine, Ed., 92 Smith st., Portland

Over 187,000, PENNSYLVANIA, 35-10,847.
Amble Whelmen
536 Biddle, Clifford, Andover
7 Houston, Wm. M., box 15,

8 Haywood, Joseph, M.,
9 Olaus, J. Howard, box 135,
540 Hume, Harry H., box 93,
1 Rose, Thomas,
2 Hoch, George W.,
3 Wilson, J. Sims, 1127 Brown st.,

Philadelphia
Norristown W.
4 Mitchell, Henry H., Norristown
World Whelmen
5 Wagner, John P., 104 West Cambria, Philadelphia

Wayne H. Club.
6 Chaplo, Geo. W., box 117, St. Davids
7 Roefloa, Henry H., Ashbourne
8 Roefloa, Mrs. Henry H.,
9 Ash, Harry, 3019 Stiles st., Philadelphia
550 Iowa, Francis J., 25th and Wash. ave.,
1 Lloyd, Mrs. S. F., 609 No 12th st.,
2 Crockett, Clarence W., 2039 E. Allegheny
ave.,

3 DeCao, E. Morris, Jr., 1512 Vine st.,
4 Greenwood, Miss May, 3021 Frankford
ave.,
5 Kelly, B. S., 112 No. 5d st.,
6 Magdon, W. H., cr. Manufacturers' Club,
7 Moore, Clarence K., 305 Betz Building,
8 Morris, J. J., 2942 Girard ave.,
9 Powell, Miss A. Ida, 1518 Spruce st.,
560 Simpson, W. L., 1923 Franklin st.,
1 Wagner, J. C., 2136 No. Broad st.,
2 Harrop, Elizabeth A., 1716 North 52d
st.,

3 Howell, Morgan E., 2011 Sarah st.,
4 Minor, W. E., 5711 Rural ave., Pittsburgh
5 Tyson, Frederic H., Hotel Victoria,
6 Leijpke, J. J., 336 Pine, Reading
7 Yeager, Jesse N. B., Main st., Rogersford
8 Cooper, J. Bailey, 122 West Bernard st.,
9 Caffey, J. Haines, 1026 No. 43d st.,

West Chester
570 Larcerele, Benell S., Fort Side Inn,
Whitemarsh
Over 187,000, RHODE ISLAND, 13-1,094.

Batons.
571 Newell, Fred K., box 721, Central Falls
2 Pearce, Howard A., 370 Elmwood ave.,
Providence
3 Rickard, Wm. W., Jr., Elmwood ave.,
and Center st.,
4 Robinson, Lawrence W., 53 Measer st.,
5 Root, Hiram G., 32 Mayway st.,
6 Butts, Geo. F., 76 Keene st.,
7 Cummerford, A. S., 34 Vinton st.,
8 Foster, H. S., 86 Jewett st.,
9 Johnson, Chas. E., 138 Courtland st.,
580 Marcy, Fred A., 35 Hayward st.,
Narragansett
1 Armstrong, Joseph, 50 Orms st.,
2 Simmons, Louis E., 5 Anthony st.,
Unattached.
3 Douglas, Wm. W., 121 George st.,

Over 187,000, SOUTH CALIFORNIA,
6-460.
San Diego W.
584 Carlin, K. E., box 229, San Diego
R. C. C.
5 Duro, J. H., Redlands
6 Pettit, W. H.,
Unattached.
8 Musselman, Harry, 1296 Orange st.,
Los Angeles
9 Jennings, F. S., Point Loma

Over 187,000, TEXAS, 7-500.
Cleburne O. C.
590 Field, L. P., Cleburne
1 Harmon, Kent, box 53,
Unattached.
2 Harrison, Chas. R., Blikley Hotel,
Sherman
3 Gibbs, Max, cr. Miller Bros.,
4 Rigby, Geo. H., Pacific Express Co.,
5 Walsh R. S. E. cor. Public sq.,
6 Roberts, T. J., cr. R. H. & T. Co.,

Over 187,000, VIRGINIA, 2-148.
Unattached.
597 Lusty Walter S., Harrisonburg
8 Lewis, A. W.,

Over 187,000, WASHINGTON, 1-433.
Unattached.
599 Tishman, A. W., 315 Bernice b'd'g., Tacoma
Over 187,000, WISCONSIN, 2-1,580.
Unattached.
600 Ames, Alfred,
1 Brown, Fred, New Holmale

QUERIES AND ANSWERS

C. C. P. AND OTHERS:—The cost of forwarding a copy of the *L. A. W. BULLETIN* beyond the address to which we send it is one cent.

No. 26,757 AND MANY OTHERS:—Always write to your division officers about road books and maps. The National officers have nothing to do with them.

No. 127,189:—The duties of a local consul are varied, but many local consuls do not give much attention to getting new members,—in fact, it is difficult to get consuls in many of the smaller towns to do anything.

E. N. K.:—Next year promises to excel any that have preceded it in the growth of the L. A. W.

JULIA:—Two single wheels would, no doubt, be found a more satisfactory purchase for you and your lady friend than would a tandem. There are moments when we want to be alone on the wheel.

D. L.:—Most of the wheels used in South and Central America are made in the United States.

MOSES:—We are not aware that the bicycle is being used to any great extent in the Cuban war.

B. P., CHICAGO:—Many more ladies will ride the bicycle next year than ever before. The bicycle is particularly adapted to ladies' use.

LUCIAN:—See article on "Winter Riding" in this issue of the *L. A. W. BULLETIN*.

STEPHEN:—Next year will be a very active one in cycle path building.

L. G. A.:—Everything appearing in the *L. A. W. BULLETIN* not credited to others is written by members of its regular staff.

DEACON:—No doubt the farm horses are in favor of Sunday bicycling. Horses do not care to go to church and stand unblanketed in the snowy gale while there owner sits in a warm pew getting his soul into shape.

JAMES:—Ordinarily an attic is a better place than a basement in which to winter a bicycle.

JUNO:—Yes it may be safely said that the best people ride bicycles.

OTHERS HAVE ASKED.

- (1.) The "Collapsible Crate" is made by ———, No. ——— Street, ———.
 - (2.) Spring seat rod by ———, ———.
- Why, under the sun, don't these fellows advertise in the *BULLETIN* instead of having members ask where they have *hidden* their inventions?

CHAS. H. CLOUGH.



No Doubt of It.

And while the storm a fierce tattoo
On his umbrella plays,
He knows, recalling skies of blue,
He's seen lots better days.

It's a good wind that blows
nobody ill.

ENEMIES can be cured with
less trouble than they can be
killed.

PEOPLE are sure to talk about
you, but what they say depends
on how you behave.

TRY to be as good as you
would have the neighbors think
you are.

DON'T waste your time. If
you don't need it for yourself,
employ it for the good of others.

DON'T confine your goodness
to Sunday. God sees you on
week days, also.

WHY should n't the average grass widow still consider herself in the
hey-day of life?

EVERY bicycle path is a protest against the length or condition of the
roads in its vicinity.



DAILY SCENE ON BROADWAY.—
New York World.

A WHEEL WITH
HARTFORD
... TIRES ...

IS USUALLY A GOOD ONE.

Hartford Tires cost too much to be used on many cheap wheels.

Hartford Rubber Works Co.

HARTFORD, CONN.

Branch Houses:

100 Chambers Street - - - New York City.
136 Lake Street - - - - - Chicago, Ill.
910 Filbert Street - - - Philadelphia, Pa.
8 Queen Street, East - - - Toronto, Ont.
251 First Avenue, South - Minneapolis, Minn.

SOLDER ... ACID ... RUST

TOOLS DON'T RUST

Nor does the work which is soldered, if you use the

Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint . . . . .	.60

Testimonials from many large concerns if you ask for them. Sample by mail, 10 cents.

ELLIOTT CHEMICAL WORKS,

NEWTON, MASS.

RECRUITING L.A.W. AMMUNITION

A Chest Protector for Horses.

Made of cotton duck, wool lined, and used as a protection against wind and cold. The horse has always wanted Good Roads, and now the L. A. W. enables him to say so. The L. A. W. will pay the freight on any quantity you order. **20 cents each.**

If any considerable demand is made for them, we will get out some "Rule of the Road" aprons, such as were illustrated in the BULLETIN of Oct. 30th.

We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cts. per book.**

A New Good Roads Pin.



The illustration printed herewith shows the size, general style and outlines of our new Good Roads pin, which has been designed to supercede the ones heretofore sent out. The League emblem of red and orange, on a background of white, is surrounded by a broad band of royal purple. If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each, plus five cents for packing and postage; over twenty and less than one hundred, one cent each, plus ten cents; one hundred and over, one cent each, and we pay the freight.

Good Roads Shields.



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L. A. W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **gold or silver plate, 30 cents.**

An entirely new ticket holder, transparent on both sides. **10 cents.**

ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS.

NEW YORK
PUBLIC LIBRARY

ASTOR, LENOX
TILDEN FOUNDATION

THE BULLETIN AND GOOD ROADS



OFFICIAL ORGAN
OF THE LEAGUE OF
AMERICAN
WHEELMEN.

"The Road is a
creation of man
and a type of
civilized
society."

Vol. XXIV. Boston, December 25, 1896 Number 26



ROAD NEAR TACOMA, WASH.
Photograph by W. H. Wilson Tacoma

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.
Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION. 71,034.

Digitized by Google

NO OLD IDEAS...



Carried over.



Will show in its

'97 MODELS

Features not obtainable in any other make.

"America's Representative Bicycle."

ORIGINAL in design.

PERFECT in structural lines.

ONE Quality only — the BEST.

4 WARREN STREET, NEW YORK.

THE RESULT OF EXPERIENCE.

Office of MORGAN & WRIGHT,
Chicago, Ill.

WE have no reason to doubt that the "Bulletin," on account of its able editorial management and large circulation is an unusually strong advertising medium.

Yours truly,

MORGAN & WRIGHT.



CRANK AND GEAR.

Like No. 43,717, I am afflicted with 36-inch legs, and carry 210-pounds weight; hence the matter of crank and gear is quite an important one.

I have finally pitched upon a wheel with 32-inch wheels, 7½-inch cranks, 25-tooth front and 10-tooth rear sprocket, as the best proportioned for any particular case. I believe in large sprockets because sharp turns in power transmission is bad mechanics and make more friction on pins. The large wheels run smoother, and look better under a tall man.

I have found that by putting my saddle as far forward as possible, and having grips at same height as saddle, I get good results and do not notice extra length of cranks.

No. 134,729.

ENGLEWOOD, N. Y.

The supervisors of Madison County, N. Y., have appointed side-path commissioners. A tax of 50 cents will be levied on all bicycles owned and used in the county, and the funds will be used by the commissioners in building and maintaining side-paths in the county.

Too Much Comp'ny.

Little Jack Horner sat in the corner
Eating a Christmas pie,
For Jack was n't able to get to the table
Along with the rest, — that's why.

A VOICE FROM ROCHESTER.

The following is part of a letter, written by Frank Van Doorn, in the *Herald*, of Rochester, N. Y.:

In my mind's eye I saw, and was in, a great procession. And the cry went up, "Who are we? Who are we?" and the answer came, "We are 30,000 Rochester bicyclists."

Yes, 10,000 of us are voters, thousands more will be, and 10,000 are females. Over 20,000 are workers or students.

What do we want? A decent, convenient and proper place in which to ride.

What have we done to merit notice? We have spent here in town over \$1,000,000 for wheels. We helped to start several factories and stores, also numberless repair shops, all promoting trade and giving employment to many hundreds of persons.

What use is all this wheeling? Added health, strength and happiness to almost every man, woman and child of all those who wheel. Giving fresh air, exercise and a warm home dinner to many.

But we want good roads, good roads. Do you hear, City Fathers? We must and shall have them. If you do not provide them for us, we shall have to see to it that your places are filled by persons who will. Come, now, let us reason together. We believe that bicycling has come to stay. We believe that it is a grand thing for our city. We love our beautiful town and are anxious for its best interests. Let us all work together to this end.

"Gossip is a cud that's chewed by human cattle."



A Clipper Catalogue for 1907 and a Clipper Button will be mailed to any L. A. W. member who cares enough for a 10-cent catalogue and a 2-cent button to mention this special ad. and enclose one 2-cent stamp.

Mr. Elliott has given us this space, in exchange for mention of the L. A. W. in our Art Book, of Clipper construction.



GRAND RAPIDS CYCLE CO., GRAND RAPIDS, MICH.

Special Ad. Pratt, No. 66.

women; we have about 40 who ride a wheel,— which would be a League membership of one-fourth of all the wheelmen in the town. See?

C. L. PARRISH, No. 93,456.

KALMATH FALLS, ORE.

Chief Const.

Our city (?) has a population of 53 souls, of which one (your humble servant) is a member of the L.A.W., giving us within a small fraction of 1.90 per cent of population. Next!

LAMAR, IND.

114,920.

When you are wheeling, be careful not to do anything that may incur the ill will of an individual, or cause the public to express unapprobative sentiments against wheelmen in general. You may be the one to suffer for some ill word or unkind act, thoughtlessly committed by another wheelman, or *vice versa*. If you use the side-path, remember that the pedestrian has the right of way, and if he steps aside, it is your duty to acknowledge the favor.

NEW YORK CITY.

No. 100,161.

Hot and Cold.

Fate plays peculiar pranks with men.
And strangely tangles frown and smile;
It gives us a basket of eggs and then
Compels us to shoot the chutes a while.

A. M. T. CUNNINGHAM, Clarksburgh, W. Va., asks to correspond with some agreeable gentleman who would like to make a wheel tour of Europe next summer.

"BUILT LIKE A WATCH"

**STERLING
QUALITY**

A Second-Hand
Sterling
sells.

A Second-Hand
cheap wheel
does n't.

"Sterling Quality" is
always salable.

STERLING CYCLE WORKS,

CHICAGO.

New York. Boston. Denver.
San Francisco.

Still on Deck.

"He was a burning and a shining light."—JOHN 7:35.
Oh, when we are searching about for lives
That were bent on doing right,
The boy on the burning deck survives
As a burning and shining light.

TO L. A. W. PRESS BUREAUS.

The Press Committee of the New Jersey Division would be pleased to give pointers to like committees of our other State divisions, as our experience may be of benefit to them.

Our State and the Pennsylvania Division Committee have been working together for the past six months, to our mutual benefit, as so many articles are on the "Good Roads" and kindred subjects.

If your suggestion in the BULLETIN (page 684) was generally adopted, it would then be advisable to have a National Bureau, to act as a clearing house for the various State committees, so that nothing good should be lost.

For the benefit of our State newspapers, would suggest that a line to Chief Consul Kireker, requesting the press service, would be promptly attended to.

Fraternally yours, A. J. WRIGHT.

MONTCLAIR, N. J.

THE Chicago Cycle Show is to include a Poster Show. The manager, A. E. Pattison (43 Auditorium Building), would be glad to receive copies of any posters which are used in the bicycle or kindred trades.

THE L. A. W. Bulletin

AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS

OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR \$1.00

" " Special Club Rate, to League Members only . . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

DECEMBER 25, 1896.

TO NEW YORK MEMBERS.

For some months past certain statements have been industriously circulated which reflect seriously upon my honor as a man, and which would have a tendency to injure my business as publisher of this paper.

The charge which is of most interest to you as members is to the effect that I have discriminated against your division in the matter of publishing official reports.

Whatever may be true of those who originated this false accusation, it is but fair to say that it is now being used by people who are entirely innocent of any malicious intent, who really believe that I have done wrong, and who would be ashamed to repeat the slanderous gossip if they knew the facts.

Failing in my efforts to have the true state of things understood in any other way, I have felt compelled to print the whole story in the L. A. W. BULLETIN.

STERLING ELLIOTT,

Publisher

[SEE PAGE 805.]

THE END OF THE VOLUME.

Volume XXIV, of the L. A. W. BULLETIN is brought to a close with this number. If the expressions of thousands of letters we have received are to be taken seriously, the midnight oil and the lead pencils consumed in preparing the contents of the volume have not been wasted.

On the other hand, we have received a minority report, from several correspondents, to the effect that we don't know any more about running a

Total number printed this week, . . . 74,000

Sent to paid Subscribers, 71,034

Samples to Advertisers, Exchanges, etc., 2,966

newspaper than a cow does about playing a piano. One correspondent says:

I guess yu Don't no yure bizness i sent yu a letter a fue days ago And ain't seen nothing of it if you don't no how to run a paper why don't yu farm i mean what i say

The age of miracles is past, so they say. We are not even hoping to please everybody. We are trying to please as many as we can. Hundreds of League members have contributed good, helpful suggestions that have always found a welcome in the paper. We trust hundreds of others will do so. There are, however, certain limitations to space, type, time, etc., which may not be so well understood by the correspondent as by those in charge of the paper.

We sincerely trust the closing volume has been of real worth and interest to the readers, and that the forthcoming volume will be still better. If you do not see what you want, write it yourself. Make it brief. We strive to please.

WHAT MAKES THE L. A. W.?

What makes people join the organization? What causes the general increase in our membership throughout the country? Why do we double last year's results nearly every week? Why were the results last year ahead of those of the year before? Why have we a right to expect enormous gains next year? These questions are easily answered in one word: ADVERTISING.

Two salesman go out on the road to sell goods. One may sell twice as much as the other can of the same goods, but they will both tell you that, other things being equal, the goods most extensively advertised will sell with the least amount of talk. So it is in getting League members. A certain amount of personal work is necessary everywhere, and results will be proportioned to the energy and ability displayed; but advertising is absolutely necessary to any extended success of any kind. This fact has been understood and industriously acted upon by the L. A. W. "Road Department" for the last eight months, and, as a result, nearly three thousand horses, in different parts of the country, are proclaiming—through the medium of the L. A. W. chest protector—"I WANT GOOD ROADS." Thousands of bicycles bear the L. A. W. Decalcomania; in hundreds of offices hangs the L. A. W. BULLETIN thermometer and the handsome aluminum lithograph; and rubber stamps, with various L. A. W. inscriptions are used on letters and envelopes in nearly a thousand offices. The L. A. W. "Helping Hand" is pointing silently from its post in many parts of the country, and it will experience a new

That Spiral Name Plate...



price. Clipper riders don't part with their mounts at a big sacrifice.

MADE BY THE GRAND RAPIDS CYCLE CO.
GRAND RAPIDS, MICH.

We will exhibit at the Chicago Cycle Show, on space 147. Owing to our inability to secure a satisfactory position at the New York Show, we shall show a full line of '97 Clippers at the Murray Hill Hotel, parlors 115, 131 and 140, third floor, facing elevator, where we shall be glad to meet our friends.

No 231 — Pratt

tells you the wheel you ought to buy. Any Clipper dealer will tell you the price you ought to pay. Department stores and auction rooms have never yet had the pleasure of handling wheels with that name plate. No Clipper rider has been humiliated by the knowledge that he

paid twice what his friend did for the same bicycle in the same season. No Clipper rider ever broke a part or needed a repair that was not procurable at the factory. No Clipper rider ever discards his mount because it's worn out or can't be repaired. Second-hand Clippers have been taken in trade by competitive dealers at more than their original cash

boom when the much more handsome new ones are ready for delivery at one one-half of the old price. About thirty thousand Good Roads buttons have been mailed to people who sent for them. An assortment of electrotypes are kept on hand, and many of them are called for and used, — not to mention the shields, souvenirs, puzzles, etc., which are in constant demand.

One of the good schemes of last year which produced results was the advertising of the L. A. W. in certain of the makers' catalogues. This has been extended this year by the L. A. W. BULLETIN, until it already covers the enormous number of

3,083,000 Catalogues.

The following is a list of the concerns which have already contracted to place the L. A. W. advertisement in their catalogue for '97. They are placed in the order of their circulation, and where several have the same circulation they are placed alphabetically. The grand total of circulation is three million and eighty-three thousand copies. A considerable number of others are considering our proposition.

POPE MFG. CO.
H. A. LOZIER & CO.
STERLING CYCLE WORKS.
FLORIA RUBBER & MFG. CO.
U. S. MFG. CO.
WALTHAM MFG. CO.
DAVIS SEWING MACHINE CO.
PALMER PNEUMATIC TIRE CO.

The 1897 Union... Special...

Is a distinct, mechanical creation, perfect in proportions, characterized by UNION construction, of that superb quality that ignores cost, and in finish and artistic effect soothing to the nerves and pleasing to the eye.

Why should we not list it at \$100?

To be honest with you, Mr. Cyclist, we could not remain honest if we were to list it at less. Our old-fashioned notions of honor prevent us from stealing the stock,

Union Cycle Mfg. Co.

239 Columbus Ave., Boston, Mass.

ACME CYCLE CO.
UNION CYCLE MFG. CO.
ALADDIN LAMP CO.
L. C. CHASE & CO.
GEO. W. COLE & CO.
GRAND RAPIDS CYCLE CO.
NATIONAL CYCLE MFG. CO.
NEWTON RUBBER WORKS.
N. V. BELTING & PACKING CO.
RICHMOND BICYCLE CO.
ROUSE, HAZARD & CO.
WATERBURY WATCH CO.
THE CHAS. HANAUER CYCLE CO.
FOLDING BICYCLE CO.
MUNGER CYCLE CO.
BUFFALO WHEEL CO.
DAVIS & STEVENS MFG. CO.
PREMIER CYCLE MFG. CO.
WM. READ & SON.
SCHLESINGER MFG. CO.
TALLY-HAL CYCLOMETER CO.
LIGHT CYCLE CO.
THE HEATH-QUIMBY CO.
MCKESSON & ROBBINS.
CODMAN & SHURTLEFF.
GATES IRON WORKS.
WHEELER SADDLE CO.
ANGLO-AMERICAN CYCLE FITTINGS CO.
HOLLELY CYCLE CO.
PACKER CYCLE CO.
PERKINS & RICHMOND.
READING STANDARD MFG. CO.
NORMAN & BENNETT.

Do you want the L. A. W. BULLETIN controlled by cheap politics? If you do, say so to your assembly delegate.

...The Newton Rubber Works...

We beg to notify the trade and riders that we have decided to change the name of the bicycle tires manufactured by us, and that hereafter our tires will be known as



The reputation and quality of our tires are well known, and we assure you that they will be maintained in the future, thereby enjoying a continuance of your favors.

Write for 1897 Catalogue.

The Newton Rubber Works

NEWTON UPPER FALLS, MASS.

New York Office,
No. 103 Rensselaer Street.

London Agency,
No. 7 Hatton Garden.

ATTENTION, ARTISTS!

Poster Competition.

As will be remembered, the L. A. W., through its executive committee, offered a prize of one hundred dollars for the best design for a poster, — size, eighteen inches wide by twenty-four inches high. The editor of the *L. A. W. Bulletin* thought best to offer a special prize of ten dollars for the best suggestion for a poster design, having in mind the probability that the artists who were to work upon a finished design would work to better purpose if it could be known in a general way what would be most acceptable.

In response to this offer thirty-eight suggestions were received at this office. These were forwarded to the other members of the executive committee, and without any consultation each decided for himself, and the results were afterward compared.

While no one design was received which embodied all that we would like, the committee was agreed that the most meritorious design, considered as a whole, was that sent in by F. A. Eckman, of 125 South 7th street, Philadelphia, Pa. Accordingly, we have sent a check for ten dollars to Mr. Eckman.

His design consists of a large L. A. W. emblem, practically the full width of the poster. Standing in front of this emblem is a female figure about three-quarters the height of the wheel. In her left hand she holds a trumpet against her lips, the trumpet

SINGLE-TUBE TIRES

Every wheelman wants

A SINGLE-TUBE TIRE

Because every experienced rider will tell him that a Single-Tube Tire **Has More Life and Speed** than any other tire.

This is demonstrated by the

ENORMOUS INCREASE OF SALES

of the licensed tires, made only by.

SINGLE-TUBE TIRES

The Pope Manufacturing Co.
The Boston Woven Hose & Rubber Co.
The New York Helling & Packing Co., Ltd.
The Revere Rubber Co.
The Diamond Rubber Co.
The New York Tire Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.
The Palmer Pneumatic Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Indiana Rubber & Lead Wire Co.
The Spaulding & Pepper Co.
The Peoria Rubber & Mfg. Co.
The Ideal Rubber Co.
L. C. Chase & Co. of Boston.
The Brooklyn Rubber Co.
The North American Rubber Co.
The Mechanical Fabric Co.

SINGLE-TUBE TIRES

ALL OTHERS
ARE
INFRINGEMENTS

Suits have been brought in every United States Circuit where infringements have occurred.

If further information is desired write to the owner of the Tillinghast patents, Theodore A. Dodge, Equitable Building, Boston, Mass.

SINGLE-TUBE TIRES

pet pointing upward and toward the right of the picture. Her right arm is extended gracefully. The figure is draped sufficiently to answer the requirements of a warm climate, and also to prevent criticism from Mrs. Grundy. The toes of the left foot, which is bare, come just in contact with the periphery of a pneumatic-tired wheel, the wheel having a large, graceful wing upon either side. This wheel is rolling down upon the smooth surface of a fine road, which leads from a prosperous-looking city, on a hill in the distance, behind which is seen the rising sun. Crossing this good road, and running toward the left of the picture, is a bad road, somewhat crooked, its surface being covered with rocks, etc., leading toward a dilapidated-looking city in the background, near the centre of the picture, — this last city standing in a valley.

While the successful competitor need not necessarily follow too closely the suggestion to which we have awarded the prize, yet we would say that the above design is very pleasing and brings out points which we believe should be most prominent in an L. A. W. poster. The large emblem should represent a pneumatic-tired wheel, and we would suggest that upon the tire might be the words, at the top "Good Roads," and, at the bottom, "Wheelmen's Rights," similar to the manner in which these words appear on the L. A. W. Decalcomania. It has been suggested by our committee that a panel might be incorporated in some part of the design, in which should be stated briefly the aims and objects of the

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

THEY HOLD

All world's records,
1/4 to 10 miles.

All unpaced world's records,
1/4 to 50 miles.

All American records,
1/4 to 100 miles.

All American hour records,
1 to 24 hours.

MORGAN & WRIGHT
CHICAGO

L. A. W. We would suggest, however, that this point may be left to the discretion of the artist. If the introduction of such a panel would detract from the general effect of the poster, it may be omitted. This point each competitor may settle for himself. If such a panel is incorporated, the artist is requested to insert whatever wording may seem most effective, as it is obvious that such lettering could easily be modified on a design which is otherwise satisfactory.

We received a number of other suggestions which were very meritorious, sent in by the following artists: Jos. N. Pearce, Phila.; E. S. Kurtz, Akron, O.; T. Fish, Bridgeport, Conn.; M. de G. Johnstone, Glen Ridge, N. J.; and Mrs. Wm. B. Noble, Phila., Pa.

We trust that the artists desiring to enter this competition will try to have their designs in our hands not later than February 1st.

We place no limit on the number of colors that are to be used, nor do we announce in advance that the prize will necessarily be awarded to a poster made on the lines suggested by Mr. Eckman. We simply say that his design was more pleasing than any other that was submitted. It may be said in a general way that we believe the L. A. W. winged wheel should be a prominent feature; that both good and bad roads should be shown. Also the idea of the L. A. W. protecting its members against the passage of unjust laws, and its force as shown in the enactment of laws favorable to wheelmen.

Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON
BICYCLES

*"Popular with all who appreciate
superiority in bicycle construction."*

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

There are many "side lights" which might be included, at the risk, however, of undesirable complication. We want a striking poster, which is free from what is known as "artistic insanity," one which will be distinctively L. A. W., and which will have enough merit to insure for it a hanging place in the business abodes of men.

STERLING ELLIOTT } *Executive Com.*
CHAS. F. COSSUM } *L. A. W.*
A. C. MORRISON }

BICYCLE MOTORS.

We are often asked "who makes motors suitable for attachment to bicycles." Answers will be received at this office from 7 A. M. to 6 P. M.

The Difference.

A hilly road, a smooth road,
You climb without delay;
A level road, a rough road,
You are sighing all the way.

No. 100,161.

Look ahead, but not too far. The man whose gaze is fixed on eternity may do a lot of stumbling as he goes through life.

How is our membership increased? If you think the L. A. W. has nothing to do with it, tell your delegate that you don't care what becomes of the paper.

NATIONAL CYCLE EXHIBITIONS

UNDER THE MANAGEMENT OF

National Board of Trade of Cycle Manufacturers.

CHICAGO: Coliseum, 63d St. and Jackson Park,
January 23-30, 1897.

NEW YORK: Grand Central Palace of Industry,
43d St. and Lexington Av., February 6-13, 1897.

Every manufacturer of national repute will exhibit. Over six hundred stalls at each exhibition.

Manufacturers, dealers, agents and all exhibitors at unsanctioned cycle shows will not be allotted space at any sanctioned cycle exhibition.

Sanctioned Cycle Exhibitions:

BOSTON	-	February 20-27, 1897
PHILADELPHIA	-	February 20-27, 1897
PITTSBURGH	-	February 20-27, 1897
SYRACUSE	-	February 22-27, 1897
BALTIMORE	-	March 6-13, 1897
PROVIDENCE	-	March 2-8, 1897

ERNEST R. FRANKS,
Manager Eastern Exhibition,
271 Broadway,
New York City, N. Y.

A. E. PATTISON,
Manager Chicago Exhibition,
Room 45,
Auditorium Bldg., Chicago, Ill.

NATIONAL BOARD OF TRADE OF CYCLE MANUFACTURERS.
271 Broadway, New York.



A Change of Policy.

Buyers prefer to buy direct. They think they get better prices and better treatment if they deal with the manufacturer.

For a long time we have disposed of Palmer tires through the Columbia Rubber Works Company, who have been our exclusive agents. Hereafter we shall sell the goods ourselves.

We have established two selling stations—Chicago in the West, New York in the East—and we shall be delighted to give your orders prompt attention.

We shall endeavor to make the new arrangement both satisfactory and profitable to bicycle manufacturers, dealers and riders, and we have no doubt we shall succeed in doing so. Now is the time to buy.

ADDRESS ALL CORRESPONDENCE TO

The Palmer Pneumatic Tire Co.

66 Reade Street - New York.
133-139 S. Clinton Street, Chicago.

NOT "AGAINST," BUT WITH.

The bicycle has come to save the horse, not to destroy him. It is the horse's best friend and not his worst enemy, as some would have us to believe. It has done more to ameliorate the work and sufferings of the noble animal than have all the kindly offices of the Humane societies. It is the path-maker and the peacemaker. It removes the stones from the highway and banishes the plague spots of mud. It fills up the ruts and cuts down the grades. It rouses everyone to a sense of man's duty toward the horse.

The horse must draw the loads but men must build the roads. A railway locomotive with no rails for it to run on is of no account. A horse with no roads that he can travel over is of no real use. The better the roads are the more desirable and valuable the horse becomes.

Everyone must admit that the bicycle has been and is the prime factor in the movement that has for its object the improvement of the highways. Just to the extent it has aided in this object, to that extent it has made the possession of a horse the more desirable.

The horse is not holding his own *against* the bicycle but *with* it. Their ultimate increase in numbers depends upon the same thing—the improvement of roads. This being true, the following, from a recent editorial in the Memphis *Commercial Appeal*, is in nowise surprising:

For a couple of years the idea has been general that the bicycle has driven the horse largely out of existence. Philo sophic mathematicians figured elaborately on the number of years which must come and go before the equine race became wholly extinct. The extensive organization known as the Horseshoers' Protective Association has made its report, and this report demonstrates that instead of a decrease in the number of horses in the country there is actually an increase, and that there are more horses in the country at the present time than ever before since the landing of the Pilgrim fathers. The figures furnished by the organization mentioned claim that there are in Ohio 19,000 more horses than there were one year ago, 17,000 more in Michigan, and 12,500 more in New York. Other States show a corresponding increase in the number of horses over twelve months ago.

It is somewhat surprising, however, that the statistician of the Horseshoers' Protective Association explains this condition by stating that bicycles are used chiefly by people who never did and never would own a horse. It is also asserted that while occasionally a man may sell his horse and adopt the "bike," the change is only temporary, and that as soon as the exhilarating novelty of the wheel wears off, the waste of muscular energy becomes irksome, and the two-wheeled nag is abandoned, and the four-footed nag is again installed in service and favor.

Sometime he may awaken to the fact that bicycles beget good roads, and good roads make it worth while for anyone to keep a horse. He is right when he says that many persons use bicycles who never did and never would own a horse.

Hundreds of persons own wheels who could not

RECRUITING L.A.W. AMMUNITION

A Chest Protector for Horses.

Made of cotton duck, wool lined, and used as a protection against wind and cold. The horse has always wanted Good Roads, and now the L. A. W. enables him to say so. The L. A. W. will pay the freight on any quantity you order. **20 cents each.**

If any considerable demand is made for them, we will get out some "Rule of the Road" aprons, such as were illustrated in the BULLETIN of Oct. 30th.

We also have special application blanks, made on buff bond paper, and bound in neat book form, with printed covers, twenty-five blanks in each book. Each blank leaves a stub in book for record. Price, post-paid, **4 cts. per book.**

A New Good Roads Pin.



The illustration printed herewith shows the size, general style and outlines of our new Good Roads pin, which has been designed to supercede the ones heretofore sent out. The League emblem of red and orange, on a background of white, is surrounded by a broad band of royal purple. If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each, plus five cents for packing and postage; over twenty and less than one hundred, one cent each, plus ten cents; one hundred and over, one cent each, and we pay the freight.

Good Roads Shields.



This is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "button-hole" the customer or voter. The L.A.W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. By mail, **gold or silver plate, 30 cents.**

An entirely new nickel holder transparent on both sides, **10 cents.**

ADDRESS, L. A. W. ROAD DEPARTMENT, 12 PEARL STREET, BOSTON, MASS.

stand the expense and care of owning a horse. They would n't accept it as a gift. Anyone can afford to keep a bicycle Winter and Summer. It is equally as true that good roads, superinduced by the coming of the bicycle, have caused many to own a horse who would not do so if they had no good roads to drive over.

Some of the horsemen are as short-sighted as they are ungrateful. They are throwing ashes on the very slide they wish to coast over.

INDEX TO VOL. XXIV.

This number of the L. A. W. BULLETIN closes Vol. XXIV. An index to the volume will be compiled at once, and will be forwarded to any address on receipt of a stamp.

Self-Sacrificing.

It's curious how many men
Will point the way to riches
And tell us how to prosper, when
They've patches on their breeches.

Do you want to see the reading columns of the L. A. W. BULLETIN filled with long-winded and unnecessary details of local business meetings? If you do, tell your Albany delegate so. If you are satisfied as it is, tell him that.

EVEN the most expert penman cannot get much on a postal card — at a pawn-broker's.

A WORD TO THE PRESS.

Some men conducting papers will facetiously infer They look upon their shears as their assistant editor. But when we note how much they steal we lean to the belief Their shears should be considered as the editor-in-chief.

The ones who are directly responsible for the contents of the L. A. W. BULLETIN are mightily pleased to note that a great many over-worked and under-paid editors, in every corner of the land, see fit to reprint many excerpts from the columns of this paper. And it sometimes happens they experience the almost unexpected additional joy of seeing these borrowed paragraphs credited to the L. A. W. BULLETIN, whose publisher pays the freight and whose paper is really deserving of a polite and inexpensive "Thank you" for what others get from it.

Along the ordinary lines of reasoning it may be said that a paragraph or an article of any length will not be republished if it seems to have no worth or merit, and if it is worth anything it should not be stolen. To steal is none the less wrong because so many may do so. The nursery jingle, of ancient origin, which says

"It is a sin
To steal a pin.
It is a greater
To steal a 'tater,
And he who steals a copper
Is guilty of a whopper."

plainly tells us, by inference, that it is not the real honest thing to appropriate lines of worth: to us without giving anything in return.



THE
Davis...
VERTICAL
FEED
SEWING MACHINE

Is the only one on which the work is fed while the needle is through the goods, — preventing all puckering or gathering and producing a strong and elastic seam without hastening — an impossibility on any under-feed sewing machine made. For simplicity, durability and efficiency the Davis has no equal.

Write for Complete Catalogue.

THE DAVIS SEWING MACHINE CO.

Dayton, Ohio.

Boston.

Chicago.

New York.

New Strength
and buoyant spirits
come to the patient
with the use of
Pabst Malt Extract
The "Best" Tonic

THE ART OF BREWING WAS DEVELOPED BY THE GERMANS

PILSENER BEER IS FAMOUS PABST HAS MADE IT SO

Honest now, brother editors, is this just as it should be? We desire to see lines from the L. A. W. BULLETIN in every paper in the world, but we wish to see the name of the paper they are taken from attached. We don't steal, and hence can afford to be honest. Can't you?

We know that many editors insist it is better to "appropriate" a good thing than it is to write a poor one, and their readers will agree with them. We believe, however, that "plagiarism" is wrong, even though so eminent a writer as Kipling defends it in the following lines:

When 'Omer smote 'is bloomin' lyre,
He'd 'eard men sing by land an' sea;
An' what he thought 'e might require,
'E went an' took — the same as me!

The market-girls an' fishermen,
The shepherds an' the sailors, too,
They 'eard old songs turn up again,
But kep' it quiet — same as you!

They knew 'e stole; 'e knew they knowed.
'They didn't tell nor make a fuss,
But winked at 'Omer down the road,
An' 'e winked back — the same as us!

If you see it in the L. A. W. BULLETIN without its being quoted or credited to any other source, you may at once conclude we are the authors of it and desire to shoulder the whole blame for its having been written.

Do you believe that the L. A. W. BULLETIN is "an injury to the League?"

LAMP LAWS OF TOWNS AND CITIES.

In our issue of Nov. 13th we published a small paragraph under the heading "Has Your Town a Lamp Law?" and asking for information on this subject. We have received replies from about one hundred and twenty-five cities and towns. The consensus of opinion seems to be that wheelmen in general would not object to a lamp law which included all vehicles. The principal objection raised is the unjustifiable distinction made between bicycles and other vehicles. In most of the large, well lighted cities the wheelmen object to lamp laws on the very reasonable ground that a lamp is entirely unnecessary, and where such laws have been suggested they have been strongly opposed by the wheelmen, and, in many cases, defeated through their efforts. In most places where a lamp law has been passed, however, the wheelmen give cheerful compliance, and there are comparatively few complaints, even where the opposition was very strong before the passage of the ordinance. This lack of complaint may possibly be due to the fact that, in the majority of cities from which we have heard, the law is not very strictly enforced.

In several instances the lamp law has been proposed and passed through the efforts of the wheelmen, notably in Marietta, Ohio; Hoboken, N. J., and Winchester, Va. In St. Paul, Minn., and in Lansingburgh, N. Y., where wheelmen are allowed the privilege of sidewalk riding in certain districts, if provided with lamp and bell, the law is strictly

DO YOU WANT INFORMATION?

The "Road Department" of the L. A. W., at this address, has on hand and is glad to send, for a stamp, a copy of any of the following:

MICHIGAN WIDE TIRE LAW.
MASSACHUSETTS ROAD LAW.
OHIO GUIDE-BOARD LAW.
SOMERVILLE TACK ORDINANCE.
MASSACHUSETTS GUIDE-BOARD LAW.
ARMSTRONG BAGGAGE LAW.
MASSACHUSETTS BICYCLE LAW.
CANADIAN TOURISTS' CIRCULAR.
NEW JERSEY LAWS OF INTEREST TO WHEELMEN.
LAWS OF THE ROAD IN MASSACHUSETTS.
WIDE TIRE ORDINANCE, PROVIDENCE, R. I.

TWO EXCELLENT BOOKS ON ROAD BUILDING.—
"Good Country Roads," and "Good Macadam Roads,"
written by ISAAC B. POTTER. The most valuable and
comprehensive books ever written on the subject of
road building. Profusely illustrated. These books
should be in the hands of every one who is interested
in road building. Furnished free to all interested in
the cause of Good Roads. Send stamp to pay postage.

L. A. W. ROAD DEPARTMENT,
12 Pearl Street, Boston, Mass.

enforced, and there is but little opposition from the riders. In Orange, N. J., the wheelmen made an effort to have the lamp law apply to all vehicles, but the effort was strongly opposed and finally defeated by the wagon owners.

Our call for information brought more replies from New Jersey than from any other division, and opinions throughout that State seem to be about evenly divided. In several towns the law is favored, or at least not opposed, by the wheelmen; in about as many more the opposition is very strong, while in a number of the larger places the wheelmen who are indignant over what they consider unjust laws about balance the number who consider that the laws are reasonable and enforced with discretion. In Albany, N. Y., the lamp law applies only to park riding.

We append herewith a list so far as we have received information, of the cities and towns which have lamp ordinances in force. In the cities to which stars are appended, the riders raise little opposition to the lamp laws, and our correspondents are of the opinion that if the laws were made to apply to all vehicles alike there would be still less opposition.

CITIES AND TOWNS IN WHICH LAMP ORDINANCES ARE IN FORCE:

California—San Diego.
Conn. tent.—South Norwalk.
Delaware—Wilmington.
Illinois—Chicago, Dixon, Elgin, Jacksonville, Joliet, Ottawa, Quincy, Sandwich, Westfield.
Indiana—Bedford, Columbus, Fort Wayne, Michigan City, Washington.

Thus reads the legend on the wall—
"It spins along where others crawl,
And, uncomplaining, bears the load
Of'er stony, deep and rugged road."

THE ORIENT.

Catalogues early in January.

WALTHAM MFG. CO.

WALTHAM, MASS.



BUY NO INCUBATOR and pay for it before giving it a trial.

The firm who is afraid to let you try their incubator before buying it has no faith in their machine. We will sell you ours on trial, not a cent sold first, and a child can run it with its feet. It's a wonder on a day.
We won't First Prize World's Fair and we will win it for you for a money customer. If you will only buy ours on practical information on poultry and incubators and the money there is in the business, this is for brooders, houses, etc., etc., N. H.—Send in the names of three persons interested in poultry and eggs, and we will send you "The Bicycle," its "Care and Repair," a book of 120 subjects and 180 illustrations, worth \$5.00 each. Bicycle rider. Van Pelt's Incubator Co., Box 658, Delaware City, Del.

2 The Johnston Two-Speed 2.

Can be applied to any wheel.
DUST-PROOF.
Changes from high to low without dismounting.



S. F. HAYWARD & CO.
315 and 317 Canal St.
New York.
W. C. JOHNSTON,
62 Southbury Street,
Boston.

2 Call and Examine ... or ... Send for Catalogue. 2

Iowa—Cedar Rapids, LeMars, Webster City.
Kentucky—Louisville, Owensboro.
Maryland—Baltimore, Hagerstown, Oxford.
Michigan—Battle Creek, Benton Harbor, Jackson, Saginaw.
Minnesota—New Ulm, St. Paul.
New Jersey—Asbury Park, Atlantic City, Bloomfield, Cranford, East Orange, Glen Ridge, Hoboken, Jersey City, Manasquan, Medford, Morristown, Newark, Orange, Paterson, Summit, West Orange, Williamstown.
New York—Brooklyn, Cornwall, Far Rockaway, Flushing, Goshen, Ithaca, Lansingburgh, Middletown, Newburgh, New York, Niagara Falls, Port Jarvis, Rondout, Troy, Walden.
North Dakota—Fargo.
Ohio—Marietta.
Oregon—Portland.
Pennsylvania—Akron, Altoona, Bradford, Collegeville, Harrisburg, Honesdale, Lancaster, Lansdowne, Lykens, Philadelphia, Pittsburg, Reading.
Rhode Island—Warwick.
Texas—Waco.
Virginia—Lynchburg, Winchester.
Wisconsin—West Superior.

"THERE was a time when the publishers of the official paper could not afford to induce new members. Do you want to see such a condition again?"

If fish would not bite on Sunday,
If fruit that we steal were poor,
We could then do things that would sprout our wings,
And be free from the tempter's power.
But Wrong has a fascination
That Right do not seem to possess,
That's why, you know, so many will give
To the how-woos more or less.

...The Royal Anatomical.



Spring Cushion Saddle

For Women and Men.
PATENT PENDING.
Price . . \$5.00 each.
No Vibration.
No Shocks.

Independent Pads, resting on a wide, flat spring, in a raised position, permit a perfectly free action of the legs and an easy motion in every direction. Under the weight of the rider the saddle automatically assumes the shape of the body, relieving the pelvic bones from all pressure and overcoming all hygienic objections in other saddles.

EVERY
SADDLE
guaranteed
to give
satisfaction.

Schlesinger Manufacturing Co.

125-137 REES STREET - - CHICAGO, U. S. A.

INDIANA CHAINS



Universally used. Universally satisfactory. Special prices to members.

Send 26 cents for our beautiful Aluminum Fly

INDIANA CHAIN CO., Indianapolis, Ind.

Not "How Cheap," but "How Good"

Is the result of the severe "Duquesne Special" can be put. Send for test to which the Catalogue and read why.

DUQUESNE MFG. CO.

Pittsburg, Pa.

Makers of distinctively high grade bicycles.

"SISTER SIMMONS."

BY JOE LINCOLN.



ALMOST ev'ry other evenin', just as reg'lar as the clock,
When we're settin' down to supper, wife and I, there comes a knock
An' a high-pitched voice, remarkin', "Don't get up, it's me, you know."
An' our mercury drops from "summer" down to twenty-five below.
An' our cup er bliss turns sudden, into wormwood mixed with gall,
Fer we know it's Sister Simmons come to make her "reg'lar call."

In she comes an' takes the rocker. Thinks she'll "slip her bunnit off,
But she'll keep her shawl on, coz she's 'fraid er addin' to her cough.
No, she won't set down to supper. Tea? Well, yes, a half er cup.

Her dyspepsy's been so lately, seems as if she *should* give up.
An', 'tween rheumatiz an' as'ma, she's just worn to skin an' bone.
It's a good thing that she told us, by her looks we'd never know.

Next, she starts in on the neighbors; tells us all their private cares,
While we have the fun er knowin' how she talks of our affairs.

Says, with sobs, "that Christmas comin' makes her feel so bad, for, Oh!

Her Isaiah, the dear departed, allers did enjoy it so."

THE SIMPLEX
TRADE MARK
REGISTERED

[PATENTED]

BICYCLE APPLIANCE CO.

ILLUSTRATED
BICYCLE
REPAIR
KIT

Philadelphia
Bourse,
PHILADELPHIA,
P. O. Box 984.

With Tapering Rubber Plugs, is the Ideal Repair Outfit.

Will repair puncture of any size. Send 10c. for Assorted Sample of Plugs.

SIMPLEX REPAIR KIT SENT UPON RECEIPT OF PRICE, \$1.50.

A Quarter per Year is all the

CYCLING NEWS

We fight for good roads in Northwestern Ohio.

costs L. A. W. members.

Mail subscriptions to CYCLING NEWS, Toledo, Ohio.



HANG UP YOUR WHEEL for the winter, but first clean it and coat it with the famous **THREE-IN-ONE**. Cleans, lubricates and prevents rust. Send 2-cent stamp for sample.

C. W. COLE & CO., 111 Broadway, New York.

FOR SALE. Profitable and established Bicycle and Sporting Goods Business, in best town in western New York; rare chance; good reason for selling. Address, BUS-INESS, care of L. A. W. BULLETIN AND GOOD ROADS.

FOR SALE. "Humber" '96 Model; very little ridden; price \$65.00. HUNT, Box 630, New York city.

Her Isaiah, poor henpecked critter, 's been dead seven years er more,
An' looked happier in his coffin than he ever did afore.

So she sits, her tongue a-waggin' in the same old mournful tones,
Spoilin' all our quiet evenin's with her troubles an' her groans,
Till, by Jude, I'm almost longin' fer those mansions of the blest,
"Where the wicked cease from troublin' an' the weary are at rest."
But if Sister Simmons' station is before the Throne er Grace, I'll just ask 'em to excuse me, an' I'll try the other place.

EIGHTEEN MONTHS FOR STEALING A BICYCLE.

The grand jury, at Portland, Ore., did the business for a bicycle thief to the above extent.

THE late home-coming husband is likely to be cross-questioned by his wife.

All those who have made it a study agree,

As they size up the various traits of humanity,

That plain kleptomania's rated to be

By far the most lucrative form of insanity.

M. S. CONNELLY, 87 Ohio street, Alleghany, Pa., with a party of seven ladies and gentlemen will go by bicycle to San Francisco in the early Spring. He wishes suggestions regarding the most interesting northern route they can take as far as Denver.

"Camera Fiends"

"We Want Good Roads."

I made a "slide" of the accompanying picture under the above title, and entered it with other slides for our Camera Club here, in our set of slides for the American Interchange.

The American Slide Interchange is an organization composed of the principal camera clubs in the



"WE WANT GOOD ROADS."

Photograph by H. H. Sutcliffe, Philadelphia

United States, who yearly get up a set of picture "slides," and exchange them with all the other clubs that are in the "Exchange." Therefore, this picture will be seen all over the United States.

PHILADELPHIA.

H. H. SUTCLIFFE.

Camera Club Exhibition.

The Camera Club of Fostoria, O., recently held a most successful amateur photographic exhibition. A novel feature was the introduction of the silhouette, water-color photo, and the daguerreotype, showing the progress of picture-making from the earliest stages down to the photo-relief process and later novelties of today. Most of the leading cities of the State were represented.

Nearly 250 prints were entered. The pictures retained by the judges will go to make up a permanent salon, and will be retained as the property of the club. Those which received honorable mention have the Camera Club's stamp affixed and will be returned to the owner.

Exhibitions of this kind promise to become popular with cycling and camera clubs, and will offer a pleasing way of reviewing in winter the joys of summer outings.

Will some "camera fiend" inform me what is the cause of small pin-holes in the negative after developing and cleaning?

No. 61,953.

Developing An Under-Exposure.

The chances are that the average amateur will never be sure of his exposure. What must he do to obtain a fair negative?

First comes developer: so, as a starter, we will mention pyro., giving a formula with which we feel able to govern results to some extent:

No. 1.

Pyrogalic acid	1 1/2 oz.
Sulphite sodium	1 "
Metalic sulphite potassium	1 1/8 "
Water	16 "

No. 2.

Carbonate soda	8 oz.
Water	16 oz.

To begin with, dust your plate and flood with water in a clean developing tray. Cover to exclude light. *Think.* Take of No. 1 five drams and add five ounces water. Replace wash water with this partially-made developer. Cover; *think.* We will start in, fearing under-exposure, with the benefit of a clouded sun. Take of No. 2 15 minims (drops) and pour part of developer into it in the graduate; then add to what's in the tray. Cover, watch and *think.* After half a minute (it will be most likely less), look for high lights in sky or bright objects. Don't get scared if they are not there, but just touch up with 10 or 15 drops of No. 2, only by way of graduate, — not direct. Cover; *think.*

If no marked change occurs, dilute 1/2 oz. No. 2 with 5 or 6 oz. water; pour off into spare glass your original developer and pour on the soda solution. Cover and *think.* Soon (?) the high lights will come out and some details. Don't wait too long, but examine by transmitted light; your plate is thin; by reflected light your shadows may begin to cloud. Now is the time. To the original developer add a little pyro., 10 to 15 drops, and replace the soda solution by the rich pyro. Now alternately use these two solutions, remembering the soda fogs and gives detail; the pyro. soda solution gives density and contrast. Work with one, then the other, and your chances are good. Nothing will save a badly under-exposed plate. For normal exposure start out as at first, remembering the soda ingredient may fog if in excess, and still alone gives detail, pyro. giving density. PYRO. SODA.

I am a practical photographer. Here is a developing formula I have used for years, and use now in my studio work:

No. 1.

Sal soda	4 oz.
Water	16 oz.

No. 2.

Sulphite of soda, crystals	6 oz.
Pyro. acid	1 "
Water	16 "

To develop, say four 4 x 5 plates, take of No. 1

$\frac{1}{2}$ oz. and No. 2 solution, $\frac{1}{2}$ oz.; add 4 oz. of water, and pour over your plates or films.

Fixing bath: Hyposulphite of soda, 4 oz.; water, 3 oz.

Toning: Every paper put on the market has its own formula, and it's the safest to follow directions.

The selection of a camera: I would suggest to a new beginner to buy one of the many small, cheap cameras now on the market, and later on to buy as good a one as his pocket-book allows, always remembering that it is with cameras as with bicycles — the best are none too good.

H. MANDERFELD, No. 26,883.

NEW ULM, MINN.

Quite a number of letters endorsing the "camera club" suggestion have been received, but all are asking for clearer details as to how it should be managed.

Will some "experienced amateur" tell a beginner, who has no regular burnisher, how to polish his pictures? No. 127,215.



SUBURBAN STREET, TACOMA, WASH.
Photograph by W. H. Wilcox, Tacoma.

Since the demand for roll films is far greater than for cut films, the former are produced in much greater perfection than the latter. In fact, the quality of those in rolls is vastly superior to those in sheets. Two plate-holders, carrying four cut films, weigh as much as a roll-holder carrying one hundred exposures. No. 89,902.

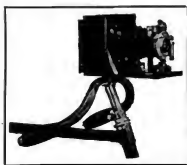
ROCHESTER, N. Y., DEC. 15, 1896.

A BROOKLYN traveling man wants to know best means of carrying a twenty-five pound sample case on a bicycle. We will print sketches of best suggestions received.

THE "glorious climate of California" is decidedly unhealthy for bicycle thieves. Judge Wallace, of the San Francisco superior court, sentenced one of them on December 4th to ten years' imprisonment.

Camera Fiends

... TAKE NOTICE ...



THE

CYCLE CAMERA

Is the best to take on a cycle trip.

Five Styles, — Plates or Films. ALL PRICES.

A New and Complete Stock of
Cameras and Photo. Supplies
always on hand.

Call and examine our Stock and Prices, or send for Illustrated Catalogue.

JOHN P. LOVELL ARMS CO.

147 Washington Street, Boston, Mass.

Don't buy your '97 mount until you see the *Lovell Diamond* for '97.

IN WRITING, MENTION THE L. A. W. BULLETIN.

CYCLIST AND STREET CARS.

Referring to the note in the BULLETIN for Dec. 11, on the "Right of Cyclists on Cable Roads," I would like to add that I hope the time will come when some Court will announce that any peaceable citizen has a right to occupy any otherwise unoccupied portion of a public highway, and especially of a post-road, without disturbance as long as he is not wilfully obstructing the passage of a person who has an equal right to its use; and that when any person does wilfully obstruct such an other he may not be removed with unnecessary violence; and further that whoever removes such an obstructor must be responsible for any injury inflicted unless it can be shown that no more force was used than was absolutely necessary, and no unnecessary haste was made in the removal. In these days of cable cars and of trolley-cars, many of the motor men act on the assumption that the streets belong to them and that any person on that part of a highway occupied by the tracks of a surface railway is a trespasser. This is an error; and it is time that these persons learned that the streets are a proper place for all persons in the peace of the State and not wilfully obstructing others; and that the use of force upon such persons (except as provided by law) constitutes an assault, and not only is punishable but also carries with it responsibility for damages done.

If this is an error let those of us who believe it be corrected.

No. 112,614

PHILADELPHIA.

➤ **One Million Wanted!** ➤

➤ **TWO MORE OF THE PRIZES** ➤

To be given in the L. A. W. Bulletin Competition.

For conditions of contest see last week's paper.

**A COMBINATION
BILLIARD
AND POOL
TABLE.**



**WITH EVERYTHING
COMPLETE
TO PLAY EITHER
GAME.**

Made by ...

EDWIN MORSE, BOSTON, MASS.

... 3 Tremont Row.

For many years Mr. Morse has had a reputation for building first-class work in this line, and the individual or club fortunate enough to win this handsome table will get something to be proud of. Detailed information, also elaborate price list of billiard and pool supplies may be had of the manufacturer.



Who does not know of ...

THE ESTEY ORGANS?

... Made at Brattleboro, Vt.

One of these Organs will be given as a prize in the '97 BULLETIN Competition.

There is nothing finer in this line, and it should appeal very strongly as an inducement to send in new names to the L. A. W. next year. It may be used in a residence, but has volume enough to make it efficient in a chapel or small church. Complete Organ Catalogue from the makers.

... OVER ONE HUNDRED PRIZES ...

Will be given, so that the competitor who may not be in a position to do very extensive work and yet would like to do something, may hope to come in on the smaller prizes.

Full Particulars, giving fac-simile of blank which must be used, were printed in this paper of last week. If you have not received that paper we can send you the same matter in circular form.

Sample Books of application blanks, such as must be used in the '97 Competition, will be ready in a few days; we ask the indulgence of those who have already applied for them.

Anyone may print the blanks, it is the form of them that we are particular about.

All Communications in reference to the '97 BULLETIN Competition should be addressed to the "Prize Editor."

THE "BULLETIN CONTRACT."

In view of a large amount of inexpensive talk, indulged in mainly by talkers more or less unfamiliar with the subject, I ask the indulgence of the *L. A. W. BULLETIN* readers for the following statements which at least have the merit of being correct. I regret the necessity of taking up this matter in such a public fashion, and yet I have reason to believe that this paper has many thousand readers who are interested in its success, and who would dislike to see it used as a foot-ball by *L. A. W.* politicians.

The casual reader who sees but one copy of the paper each week, and who may not be familiar with the publishing business, can hardly realize what it means to get out fifty-two issues of even so small a paper as the *L. A. W. BULLETIN*. At the present circulation the annual outlay is just over ninety thousand dollars, the total weight of white paper alone being over two hundred and eighty-nine tons. Since the organization of the *L. A. W.*, it has been found necessary to publish, on some basis, a paper through which the members could be reached, and by which they could be kept in touch with each other. The first publication to perform this function (in 1880) was the *Bicycling World*; it published the official news, but was sent only to such members as subscribed for it at \$2.00 per annum. This lasted about three years, and the honor was transferred to the *Wheel*; the price was fifty cents per year. League politics came in again and a contract was then made with the *American Athlete*, at a subscription price which was something less than the cost of blank paper. Next the League decided to run its own bulletin, and did so up to '88 at an annual loss of about six thousand dollars. In the Spring of '88 the *Bicycling World* again made a contract with the *L. A. W.*, by which it was to pay the organization a small sum yearly for the privilege of printing the "organ." This was soon found to be unprofitable, and the yearly payment was waived. Still finding it anything but a bonanza the *World* people gave it up, and the League finally paid them twelve hundred dollars for printing the last two or three issues. Again, without a bulletin, propositions were asked for, and the *Hearings Co.*, of Chicago, undertook to furnish the paper without cost to the League. But even with the reduced circulation incident to the fact that members were obliged to pay an additional fee of fifty cents per year to the *L. A. W.*, they were soon obliged to forego the expensive luxury of publishing the official organ, and they laid it down to the tune of a decidedly interesting financial loss. This again placed upon the National Assembly, which convened at New York, the task of providing for the publication of an official organ on some new plan.

Certain of the more thoughtful members of that Assembly had begun to believe that if the *L. A. W.* was to have an official organ, it must be on a basis which would at least hold out to the publisher, whoever he was, some ray of hope that he might profit

by it, even though subsequent events failed to put a foundation under that hope.

Proposals were asked for, but with a single exception, the cycle papers refused to make any propositions.

I had edited the *GOOD ROADS MAGAZINE* for the *L. A. W.* during the previous year; I had been chairman of a "publication's committee" which had spent some time in investigating the subject, and I thought I saw a plan by which the League could depend upon having a paper each week for a term of years, and, also, enable me to receive sufficient returns to insure my real interest in the job, for my health was good, and I was not in a position to work continuously for any organization without some expectations of reward, even if such a procedure had been more nearly universal than it was.

My proposition, after much consultation, was embodied in a contract which was executed by a unanimous vote of the National Assembly and signed by the Executive Committee of that date as directed by said vote. This contract was read again at the Assembly in Baltimore last year, and will be read again at Albany if anybody wants to hear it. In fact, I have thought of having it bound in pamphlet form, and, if necessary, arranging to have it kept on file in all public libraries.

Since this contract was in force but one person has asked to see it, — *W. S. Bull*, of New York, sent to Secretary Bassett and asked for a copy of the document. The secretary advised him, by my direction, that while the original could be seen at his office at any time by any League member, there were business reasons why copies of any important contract should not be made and sent out of the office. Mr. Bull afterward requested a copy of the contract through Vice-President Morrison, who received the same reply and stated that he was satisfied with it. There was an additional reason for not wishing to send this particular contract at that time to a man who was an open enemy of the *L. A. W. BULLETIN*, as it was thought that a certain part of it might be misconstrued and cause us possible trouble with the post-office department. Since then, however, the matter has been referred to the post-office people and pronounced all right.

All this was fully explained to Mr. Bull and the original contract shown him several weeks ago during my visit to New York, but as the subject is still being used there to the detriment of the *L. A. W. BULLETIN*, I feel that the above explanation is necessary, for

"Slander soaks into the mind as water into low and marshy places where it becomes stagnant and offensive."

Under the contract referred to, the subscription to this paper is entirely optional, and if taken by an *L. A. W.* member costs him twenty-five cents per year. This sum pays slightly more than one-half the cost of blank paper used in the fifty-two copies. This price is all I receive up to thirty-five thousand subscriptions. Along with each twenty-five cent subscription above thirty-five thousand, up to and including forty thousand, the National *L. A. W.*

pays me a bonus of five cents, and for each succeeding five thousand, five cents additional until fifty-five thousand is reached. After that, I receive the twenty-five cents from the subscriber and as much more from the League, so that, at present, I receive nearly a cent for each copy of the paper, which goes to the last fifteen thousand subscribers, and from that down to less than half a cent for the first thirty-five thousand.

For the amount which the L. A. W. pays, it receives, according to the contract, six pages of space, on which I am to print, in nonpartisan type, whatever matter is furnished me by the National secretary, who is, in fact, editor of those pages. The pro rata cost of running those six extra pages is about two and one-half times the total amount received by me from the L. A. W., while the cost of producing and mailing a copy of the paper after the presses are running, ignoring all expenses of offices and composing room, is a little over four times the price which the subscriber pays for it. Hence, the difference must be received from the sale of advertising space, that being the only other source of income. Previous publishers of the *L. A. W. Bulletin* found it difficult and, finally, impossible to obtain prices for space which would enable them to go on, and that was when the circulation was much less than one-half the present list.

When I took hold of the "white elephant," several papers which are since saying unkind things about "Elliott's graft," actually called me an ass in so many words when I proposed and started to carry out the present contract. However, I have succeeded in making it a profitable advertising medium, as witness those advertisers who are with us regularly. All advertisers do not understand advertising. Many of them want to see a large page of space for a few dollars, and the question of circulation does not worry them. Only well-informed advertisers will patronize mediums of large circulation and pay a proportionate price, and with them the tendency is to take less space as the circulation increases. I run advertisements next to reading matter, try to exclude all advertising that is not legitimate, and by treating everybody with the most rigid impartiality, I am able to get a price for space which will keep the "old ship" afloat. I "sunk" the first year more money than the L. A. W. treasury ever contained at one time, and stand today considerably out of pocket, but the coming year of prosperity, for which we all hope, should make me whole, and after that, I have a right to think that it will be a profitable investment. I certainly have no reason to believe that the L. A. W. contains many members who will grudge me a comfortable profit should I be so fortunate as to get the *L. A. W. Bulletin* where I hope to, and especially in view of the fact that the League must succeed if the paper does.

It is plain, however, that neither can attain the fullness of success by other than complete harmony and fairness, and I have a right to expect (not alone because the contract says so) that the officers of the

L. A. W. will use their best endeavors to induce members to patronize the paper.

Much has been said in reference to a rebate of some seven thousand dollars which I made to the League some time ago; it was duly explained to the newspapers at the time, but the true story got more or less mixed. Here are the facts: The contract was made when we had no bulletin and no subscribers. It says that "when at any time there are thirty-five thousand unexpired subscriptions on the books, then I shall receive five cents additional," etc., etc. As we were beginning at zero and thinking of how it would work the first year, we (neither myself nor those acting for the L. A. W.), gave sufficient thought to how it might operate in succeeding years when the membership became much greater. According to the reading of the contract all members who joined later than April 1st, and who would still be members on the following April 1st, would count toward the thirty-five thousand of the second year, thus bringing nearer the time when the L. A. W. would begin to pay the bonus referred to. I simply waived that part of the contract, and wiped out all names (metaphorically of course) on April 1st, taking the next thirty-five thousand at twenty-five cents, and so on as in the first year. I merely acted on what I believed to be the intent of the assembly, and what was certainly my own intent; and no man is entitled to special credit for doing right or for refusing to do wrong.

I have often asked the *L. A. W. Bulletin* readers, editorially, whether they wanted the reading pages occupied with detailed reports of business meetings, and each time I have received a large number of letters, *every one* of which said no, in the most emphatic terms. The large majority of our readers, the many thousands whose money and influence make the L. A. W. possible, *do not* read long reports, and those who take an interest in such matters want the main facts only without unnecessary detail. It is true that the head officers in some of the States like to see as much space as possible given to a report of their meetings. This is a natural and proper desire, but in nearly every case State officers have understood and appreciated the situation, and by the exercise of a little common courtesy have obtained an amount of space that was sufficient to meet their requirements without encroaching on the privileges of readers, and without too much overrunning of the space which belongs to the League.

The only trouble that has occurred during the year has been with the secretary of the New York Division, and as so much talk has been made over it, and so much undeserved abuse has been uttered by reputable people who were simply misinformed, I have thought best to lay the facts before all members so that they might not be obliged to depend on "oft repeated hearsay." For months I have received reports from friends in New York, many of them strangers, to the effect that certain statements tending to reflect unpleasantly on the *L. A. W. Bulletin* were being sent out through newspaper men and

others from the office of W. S. Bull. The matter, which seemed to be getting worse rather than better, has been repeatedly referred to Mr. Potter and others, and each time Mr. Bull has stated that he was unjustly accused; but as the reports continued to come to me and finally to be circulated over the country, I wrote Mr. Bull and told him that I must in defense of the L. A. W. Bulletin have the matter thoroughly understood by the membership at large, and invited him to send for publication any statements which he wanted to make. His reply was that 90 per cent. of the members knew nothing of these matters, and in his opinion great harm would result from a public discussion of the subject. His letter was, on the whole, very unsatisfactory, and I wrote him again and repeated my invitation to put his grievances in writing so that we might place the whole matter in plain daylight.

His reply was as follows:

NEW YORK, Dec. 18, 1896.

MR. STERLING ELLIOTT, Boston, Mass.

Dear Sir: In reply to your favor of the 16th, I beg to say that I must decline to enter into any discussion regarding the BULLETIN contract in the columns of any paper of which you are the editor. Yours very respectfully,

W. S. BULL,

Secretary-Treasurer.

Here are the facts:

In the issue of July 3d the official pages were filled, and I had allowed the official matter to run over and cover three pages to which the League had no more right than it had to my overcoat, or to any other of my personal property. A report of a meeting was received from the New York Division which, including speeches and all, would cover fully two pages. A request from the secretary-treasurer came with it that it be all printed in that issue. I said no, it was impossible; but if it were "boiled down" I would give it space; (*give*, mind you was the word.) A letter came back from Mr. Bull in which he used the word "insist" twice; he was courteously informed that he had no right to "insist." The following week there was a little let up in official matter, so that by boiling down the New York report and giving the official department two more pages that it was entitled to, we were able to get along. As no one else moved in the matter I "boiled" it myself according to my best judgment. Had I not wanted to *favor* the New York Division, I need not have taken the trouble to cut down the report, but might have left it until there was room in the League's pages. But I felt that the members in that State who cared for the printing of the report should not be made to wait for weeks simply because their secretary-treasurer refused to shorten it.

The part which I cut most was Mr. Potter's speech, and that gentleman took pains to tell me that it was all right and that he fully appreciated the situation. I still believe that the majority of New York members would thank rather than condemn me for my action, though it must be admitted that exact justice would have left it out entirely until there was room in the official columns.

As for the statement that I have discriminated against the New York or any other division, it cannot be made by any fair man who knows the facts, except so far as it applies to the Massachusetts division. I *did*, during the two years I was chief consul of this division, keep the length of the reports down to a reasonable space,—the first long report for Massachusetts being just printed since my term of office expired, and being fully within the six pages over which I claim no jurisdiction. I apologize again to you, dear reader, for this long story. My excuse is that a persistent and wide-spread injustice has been done the L. A. W. BULLETIN.

As there seems to be a question as to who is responsible for it, and as many people have told me that it all came originally from Mr. Bull, I am much pleased to see a written statement from him to the effect that he has used all his personal influence to *prevent* the Bulletin contract from being adversely considered by his division.

It is, however, a well-advertised fact that a determined effort has been made by certain persons in New York City to bring about some action at Albany looking to an official denunciation of the L. A. W. BULLETIN because "it has discriminated against the New York Division." I know of no reason why the people who seem to have it in charge should bear me any personal malice, hence, I can attribute their action to nothing worse than a lack of information.

If a man contracted to sell six pounds of coffee for a dollar, would any sane customer say he was "discriminating" if he had already voluntarily given nine pounds but refused to give ten? Intelligent school children, understanding the facts, would not raise so silly a question.

At a time when the L. A. W. was in very bad shape on account of the lack of a permanent Bulletin, I entered into a business contract to furnish one. The arrangement not only looked favorable to the League at the time but it has turned out to be the best move ever made by that organization. The risk was and is all mine; the L. A. W. was in no position to lose by it, while it had everything to gain.

I have not only carried out in good faith my part of the contract, but I have done much more, and at times have favored the League considerably beyond what I could afford to. For instance, I have given outright to the League, during the past year, space to the extent of one hundred and six pages more than it was entitled to; the blank paper alone for these extra pages weighing almost fourteen tons. In return I have at least a right to expect treatment characterized by that manliness and honor which obtains among reputable business men.

STERLING ELLIOTT,
Publisher.

When Christmas bills are paid we'll see
The truth shine bright and clear,
And know why holidays must be
The "shortest" of the year.

Send stamp for L. A. W. Puzzle.



KEEP OUT OF THE RUTS.

One of the difficult matters to control in the use of the new State highways is to break people of their inveterate habit of driving in one track, so that the horses always wear the surface in a particular line, and the wheels tend to make ruts. An effort is being made to stop this practice, and recently the commission put up about 50 signs in various towns, reading, "Don't drive in the middle of the road." The only repairs which have been necessary for the State roads have been caused by driving horses continually in the same tracks, and about \$2,500 has had to be spent to make the damage good. In several towns, where some signs to the same effect as the above were posted last July, the good result has been apparent. If the people will only wear the road uniformly all over its surface, instead of bringing all the wear upon one spot, the roads will be vastly more serviceable, and the people will get just as much good from them. So, in driving between Athol and Orange do not drive "in the middle of the road." Those who have teaming to do over the State roads tell the commissioners of the advantage

PROTECT THE ROAD!
DONT ALL DRIVE
IN THE SAME
TRACK!

they find. They can-
load than before, for
many sections which
touched that, as the strength of a chain is measured
by its weakest link, so the load which can be drawn
over a road is measured by the strength required
for the worst place, but the drivers tell of the quicker
time they can make over the State road, and of the
greater ease for their horses. The people are get-
ting an idea of the great saving they would enjoy if
all the roads were like those built by the State.

not carry heavier
there are still so
have not been

The construction of State roads has led to the de-
velopment of a new industry — getting out trap rock
for the surfacing. The State commission has found
some excellent stone. Measuring the quality of
road material by the French standard, in which 20
represents the highest grade, they have found ma-
terial in Massachusetts which grades at 22, or better
than anything they can get in France. — Athol,
Mass., *Chronicle*.

CONVICT LABOR.

There is one kind of work that the convicts could
be given, however, that we believe would meet with
the unanimous approval of the people of the State,
and that is the improvement of our roads. Here,
within a radius of ten miles of our State penitentiary,
is to be found the finest material in the world for
road-making.

We have stone, gravel and even brick-clay that
could be prepared by the convicts in enormous
quantities for roads in all parts of Illinois. Down
in the mud holes of central and southern Illinois a
few macadamized or brick highways would be hailed
as a God-send by the farmers whose homes are
almost isolated during the rainy portions of the
year.

A system of highways throughout the State, most
of the work on them to be performed by convicts,
should be inaugurated.

If Governor Tanner desires to be ingratiate him-
self with all classes of people, laboringmen, taxpay-
ers, bicyclists, farmers and in fact nearly everyone,
he will take up this plan. — Joliet, Ill., *News*.

The supervisors of Knox county, Ill., passed
resolutions at a recent meeting, complaining of the
competition of convict labor, and recommending
that the convicts prepare stone for road-building.

THE Good Roads Bill having failed of passage
in the Pennsylvania Legislature last winter, a Good
Roads crusade has been commenced, to impress on
the people the necessity of improved highways. If
this crusade is successful, "up-to-date" road con-
struction will be generally begun.

THE *Chicago Record* criticises the suggestion of
the superintendent of streets that wagons be of a
width "to exactly fit in the tracks of the street rail-
way companies." The *Record* does not think it de-
sirable to delay the cars by wagons driven on the
tracks in front of them, and says the only sensible
way to prevent wearing out of pavements is to
abolish narrow tires.

IT IS UNDERSTOOD that a bill on the subject of
Good Roads, similar to the Massachusetts highway
bill, is to be presented to the New Hampshire Leg-
islature. The wheelmen of Manchester are its pro-
jectors.

League of American Wheelmen

.. Official Department ..

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ABOT BASSSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

I enclose one Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Date of Expiration

Number

Name

Street and No. or P. O. Box

City

State

City and Division in which my home is now situated, to which the Bulletin will be stopped at date of expiration. I've have 60 days in which to renew.

Application for Membership in the L. A. W.

ABOT BASSSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

I enclose five cents for the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and to please my name as a subscriber under the provisions of Articles II and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other responsible citizens) named below.

Name

Street or Box

City or Town

State

Cycle Club

Write references on margin below.

If you want a waterproof ticket holder, made of the best silk-stitch, with a receptacle for a ticket, which can be easily expanded to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 40 cents. Celluloid holder, 40 cents. Answer BASSSETT, 12 Pearl St., Boston, Mass.

Port Washington	10
Potsdam	10
Poughkeepsie	10
Pittsburgh	10
Polaski	10
Queens	10
Ravena	10
Riverhead	10
Rochester	10
Rockaway Beach	10
Rosetonville Centre	10
Rome	10
Round Lake	10
Rye (Beach)	10
Sag Harbor	10
Salem	10
Sandy Creek	10
Saratoga Springs	10
Saratoga Lake	10
Saratoga Springs	10
Savoy	10
Schaghticoke	10
Schenectady	10
Schenenav	10
Schroon River	10
Schuylerville	10
Schenenav	10
Seaside	10
Seneca Falls	10
Shenandoah	10
Shushan	10
Sidney	10
Snyder Creek	10
Southampton	10
Staatsburg	10
Stockport	10
Stonewille Hotel	10
Stuyvesant	10
Stuyvesant Falls	10
Stuyvesant Falls Hotel	10
Ticonderoga	10
Tottenville	10
Utica	10
Waddington	10
Walden	10
Wappinger's Falls	10
Warrensburg	10
Waterford	10
Waterville	10
Weedport	10
Wellsville	10
Westchester	10
Westfield, Chautauque Co	10
Westfield, Richmond Co	10
West Point	10
Whitney's Point	10
Wilson	10
Wirkville	10
Wilton	10
Wolcott	10

The proprietors of the above-named hotels have signed contracts with the New York State Division, agreeing to give the discount opposite their names from the regular rates, on presentation of L. A. W. ticket for current year.

LEO A. B. POTTER, Chief Consul.

320 VANDERBILT BUILDING, New York, N. Y.
H. 19th, 1897.

OHIO DIVISION.

Why not make a Christmas present of a year's membership in the L. A. W. to some poor but deserving wheelman? You could not spend the money to better advantage! Hopefully yours,

WILLIAM H. KEMPTON, Chief Consul.

MARYLAND DIVISION.

Notice is hereby given that an amendment will be offered at the next meeting of the Division Board of Officers to Article V. of the constitution of Maryland Division, L. A. W., by adding the following:

On Finance: Membership and Recruiting; Legislation; Road Book and Touring.

And also, the same amendment will be offered in Section (a) of Article IV. of the by-laws of the Maryland Division, L. A. W.

CORWAY W. SAMS, Chief Consul.

INDIANA DIVISION.

The Indiana Division will ask the State Legislature, next month, to act on a wide-area bill.

As it will be an L. A. W. request and as our organization must push it, every member, not only of this division but of the League, is interested in the success of the measure.

I ask all members, who have anything, either written or printed, in the line of argument in favor of the use of broad tires on the highway to send their copy as can be as practicable. This matter I will consult not only for our use here but so that it may be in available form

should other divisions follow in our steps. We want the arguments in our favor, and every one of them.

Yours truly,
WALLACE SMITH, Genl. Chief Consul,
29 S. Delaware St., Indianapolis
INDIANAPOLIS, Dec. 17, 1896.

PHILADELPHIA FOR THE MEET.

STERLING ELLIOTT, Esq.,
President League of American Wheelmen
Dear Sir:—The Associated Cycling Clubs of Philadelphia, through the Pennsylvania Division, desire to extend to the League of American Wheelmen an invitation to hold the 1897 Meet in this city.

In extending this invitation it may be briefly stated that the largest sum of money has been subscribed for the entertainment of the guests by the corporations, business firms and individuals of the city, and that a programme will be arranged which, it is believed, will be one of the most acceptable ever presented in the history of the organization. The races will be held on the splendid new cement track at Willow Grove Park, which, in itself, is claimed to be the finest suburban resort possessed by any city in the United States, being connected direct with the business part of the city by the finest thoroughfare in Philadelphia, paved with asphalt, and the famed Old York Pike.

The citizens and wheelmen of Philadelphia feel that they may with pride, refer to what has been done in the past in the entertainment of large bodies of visitors, and wish to say that the proposed entertainment will in no way be inferior to those here heretofore.

Very truly yours,

S. A. BOYLE, Chief Consul.

Dec. 18, 1896. Pa. Div. L. A. W.

MICHIGAN DIVISION.

To the Members of the Michigan Division:
We expect to make this the banner year in our history, and desire the hearty co-operation of all members. We have started in on the upward grade, and have passed Kalamazoo and Indiana in point of membership, and to hold the place so recently won, require some work on our part. Kentucky and Wisconsin are now within hailing distance, and we hope to pass them soon. We have in course of preparation many needed reforms and inducements to offer, and recruiting will be made as fast as possible. All our local consuls are being appointed, and our league hotel system is being perfected under a special form of contract.

LEAGUE HOTELS.

Town.	Rate per day.	Disc.
Bay City.—New Republic.	\$1.50 to \$2.00	15
Belding.—Hotel Belding.	2.00	15
Benton Harbor.—Hotel Benton.	1.00	15
Brockridge.—Hotel Brockridge.	1.00	15
Charlotte.—Hotel Williams.	1.50	20
Caro.—The Exchange.	1.50	15
Detroit.—Hotel Normandie.	1.50 to 2.00	15
Grand Rapids.—Sweet's Hotel.	2.00	15
Jackson.—Hilthaus Hotel.	2.00 to 1.00	15
Kalamazoo.—Academy.	1.50 to 1.00	15
Oak.—Ketan House.	1.00	15
St. Louis.—Park House.	2.00	15
Sturgis.—New Thornton.	2.00	15
Union City.—Union City House.	2.00	15
West Bay City.—Arlington House.	1.50	20
Wayne.—Varney House.	2.00	20
Ypsilanti.—Hawkins House.	2.00	20

Local consuls are urged to see that all League hotels live up to their contract and report violations of same to the chief consul.

The following have been appointed to serve on special and standing committees for the ensuing year:

Press Committee:
Ervin F. Kemp, Grand Rapids.
F. P. S. Tucker, Battle Creek.
H. C. Lloyd, Detroit.
W. P. Bowen, Ypsilanti.
E. T. McGrath, Charlotte.

Rights and Privileges.

L. M. R. Bradley, Bay City.
W. B. Jones, Ex. Anal.
Elmer E. Ford, Kalamazoo.

Rules and Regulations.

Ed. F. Stone, Grand Rapids.
R. S. Anderson, Detroit.
E. A. Marsh, Battle Creek.

Improvement of Highways.

Stanley B. Huber, Detroit.
Prof. A. Stanley, Ann Arbor.
W. Lee Church, Flint.
S. C. Crump, West Bay City.
G. F. Bradley, Ypsilanti.

Race Committee.

A. T. Allen, Detroit.
Chas. D. Beard, Port Huron.
Glenn D. Stuart, Kalamazoo.

Transportation.

Joseph W. Smith, Port Huron.
L. R. Welton, Jackson.
Fred Cutlin, Flint.

The following additional list of local consuls have been appointed, as far as possible, a consul will be located in every town in the State.

LOCAL CONSULS.

Ann Arbor.	Fred. Hinton
Centerville.	John A. Creed
Flat Rock.	M. D. Strang
Fowler.	Arthur Salisbury
Marine City.	C. F. Flood
Warren.	Dr. W. A. Smith
Leslie.	L. M. Russell
Gregory.	E. F. Marshall
Buchanan.	Geo. H. Richards
Trenton.	J. M. Hay
Niles.	E. W. Wilcox
Uxbridge.	A. C. Watson
Port Huron.	P. A. Balliett
Midland.	A. J. Putnam
St. Clair.	S. C. Mills
Brooklyn.	A. R. Webster
Oakland.	Louis Fuller
Waterford.	J. R. Switzer
Nashville.	F. H. Townsend
Marcellus.	H. B. Anderson
Merrill.	H. B. Delong
Calumet.	Thos. Wills, Jr.
Marquette, Mich.	Chas. B. Walter
Ironwood.	Luc. Sweet
Midland.	C. C. Anderson
Ludington.	D. H. Seely
Sault Ste. Marie.	Robert Sweet
Howell.	Albert Z. Searle
Petroskey.	Will Z. Searle
Hastings.	Frank L. Cole

All Michigan members are urged to do a little recruiting, and help Michigan move up to the top. The new road book, our system of League hotels, the weekly Bulletin, touring privileges in Canada, the prospect of some good legislation affecting the rights of wheelmen, and the many other plans which we have in view for the advancement of the Michigan Division, should result in a big boom. Will you do your share?

Fraternally,

EDWARD N. HINES, Chief Consul.

MICHIGAN DIVISION.

MEETING STATE BOARD OF OFFICERS.

DETROIT, MICH. Dec. 9, 1896.
Meeting was called to order by Chief Consul Edward N. Hines, at 7:30 p.m. The following were present: Committee on credentials, consisting of F. C. Stilson, Leo A. Caro and C. W. Lloyd, were appointed. Committee made the following report:

DECEMBER 9, 1896.

To the Board of Officers of the Michigan Division, L. A. W.:

Your committee on credentials have the following report to present: That the following members of the State Board are present and entitled to vote: Edward N. Hines, chief consul; Edwin F. Kemp, vice consul; Leo A. Caro, secretary; and C. W. Lloyd, treasurer. By proxy: R. W. Shelleck, by proxy; W. P. Bowen, Glenn B. Stewart, by proxy; A. B. Richmond, by proxy; Henry E. Perry, Charles W. Lloyd, Fred Wells, G. H. Scharf. Respectfully submitted,

Leo A. Caro.
C. W. Lloyd.
F. C. Stilson.

On motion the report was accepted.
Chief Consul Hines then submitted the following report.

To the Board of Officers of the Michigan Division, L. A. W.:

Gentlemen.—We have it in our power to make this the banner year in the history of the Michigan Division, and I trust you will all do your share to insure our prosperity. In making my appointments for the coming year, I have considered a man's ability for the position, and not his location, as I have to see the various committees do something instead of being mere figure heads.

Local Councils.

I have appointed, or have under advisement, a local council for each town where we are now represented, and have in most cases selected new men, men who are willing and able to devote some time to the League. I want to let them hear from the head office at least once a month, in order to keep them informed as to what is being done. I think they should be furnished with application blanks put up in the same way together with blank receipts, also with a special card which will attach some importance to the office, and result in much good in the long run. I also think it would be well to get up a pamphlet showing the duties of local consuls, and furnish them with other information which will enable them to do more effective recruiting. In cases where we have no membership, we should get out a special circular calling attention to the advantages of the League and the good work it is doing, and have same turned over to some prominent wheelman, asking him to join and take the local duties of local consuls.

Inducements to Prospective Members.

This is a question on which our success largely hinges, as such inducements must be offered as will hold our old members and gain new ones. One of the most effective inducements, as far as possible, a consul will be located in every town in the State.

sadly neglected in Michigan, and I have already taken steps to remedy same. I have prepared a special circular setting forth the advantages to be derived by the proprietors of League hotels. In all cases League hotels must give a percentage off from regular rates to League members, whether accompanied by wheelmen or not, and only on presentation of membership ticket. They must also keep on hand a supply of League recruiting literature and keep conspicuously posted their membership certificate. I have drawn up a form in which the above facts are stipulated and forms part of the contract, and also provides penalties for violation. I am meeting with a fair amount of success in getting hotel proprietors to sign these contracts, and expect to have one of the finest League hotel systems of any division in the League. Another inducement to hotel proprietors to prospective members, which is being used successfully in other divisions is the offering of a reward for the arrest and conviction of anyone who takes a wheel from a League hotel in Michigan Division. I would recommend that we offer \$500 reward in all such cases. I believe this is a good policy, as our membership will feel that we are taking some interest in their welfare, and it would also act as a preventive to the theft of wheels.

Read Books

A first-class road book is also a power for good. The edition which was recently gotten up was limited. As the demand has already been made, it is probable that we should not work at once revising this book, making additions and corrections, and get one copy into the hands of the printer, so as to have it ready for publication. The principal inducements we have to offer new members, and we cannot delay action in the matter for any great length of time, as the preparation and printing of the book occupies considerable time, and the book is of value, must be ready when the riding season opens. These new books should only be supplied to those who join from this date on, or who get a copy of the recent edition; however, if any old members should like to get a copy, same should be furnished at cost price. The matter of finances may enter into the question of getting this book out, but I think we can get enough new members to pay for it in a short time, and I will furnish the money until such time as I feel the division can repay me. I would recommend that this matter be turned over to a special committee of five, with power to act, with the chief counsel as chairman.

Prize for Recruiting

As a special offer, I would recommend that this Board authorize the purchase of one L. A. W. button and cap pins, to be offered as a prize for securing new members. To each member who secures two new applicants, together with the fee of \$2.00, give a button. For the new applicants, together with the fee of \$1.00, give a L. A. W. cap pin. These buttons and pins can be procured at an expense of \$500 per lot, and I believe these will make a very desirable prize, as some more valuable articles for which only a few members would compete.

Resolutions

If the League had all the people on its rolls now who have dropped out from membership, I think it would double its present membership. Most of these memberships have been dropped from inattention at renewal time, and I think that a special circular should be gotten out in addition to the regular renewal blank, and same sent to members, as the time for renewing draws near. Local counsels should also be instructed to personally see the members and obtain their renewals.

Bicycle Baggage Law

I believe that this is one of the best things we can do to benefit League members, and, in fact, wheelmen in general, and we will not doubt meet with very determined opposition. I have secured a copy of the Armstrong Law which is now in operation in New York, and which is very satisfactory to wheelmen. It is the necessary condition that we have secured a good lawyer to see if it is constitutional, and in Ohio, after the law was passed, it was discovered that Ohio railroads were not compelled to carry baggage of any description, and the law was declared unconstitutional. All members of this Board, all local counsels, and in fact all League members, should write or call personally the representatives from the League, and insist on seeing, urging them to vote for such a law. I think we should get out petitions and place them in clubs, bicycle stores, and other places where wheelmen congregate, and forward them to the Legislature. I would recommend that fifty dollars be appropriated for looking up and preparing this bill, and other expenses, which it would cost.

New Constitution and By-Laws

I would recommend that the Committee on Rules and Regulations be instructed to revise our present By-Laws, and have same printed and sent to our membership. However, this work should not be done until after the assembly meeting in February, in order to incorporate any changes which may be made at that time.

Mr. Everett's Shortage

Mr. Everett claims to have a contract against the League, but the same has never been submitted in the Finance Committee. I would recommend that this Board insist on his furnishing an itemized account of what he claims he is due, and if the same is justified, we should insist on his notes, indorsed by

responsible people for the balance, or else harsher methods should be resorted to.

An L. A. W. Attorney.

We would need a considerable use for an attorney's advice this year, in the matter of preparing bills, and other information, and I would recommend that we secure the services of an attorney. I would think a committee should be appointed to look the matter up. As an inducement to prospective members, we could have such an attorney ascertain and defend the rights of this wheelman, and the protection given by careless or reckless riders, or for other violations of the laws of the road in which wheelmen are the racing men, more especially the amateur who pays his own expenses, and would, in a measure, keep the L. A. W. before the public. It would also have the effect of keeping responsible people in control of the racing interests of the State, and would insure the rider proper prize valuation.

A Racing Circuit.

A Race Committee of the division should be urged to correspond with the various larger cities throughout the State, with a view of seeing if a State circuit can be established. This would give the racing men great chances for securing good fields of riders and for advertising their Meets, and would also be a good thing for the racing men, more especially the amateur who pays his own expenses, and would, in a measure, keep the L. A. W. before the public. It would also have the effect of keeping responsible people in control of the racing interests of the State, and would insure the rider proper prize valuation.

Other Legislation.

There are numerous other matters of legislative interest, and it is probable, which I think we should make some effort to correct, and prominent among them is the matter of these bicycle protective companies (so called) which are bicycling against their rights. We should endeavor to place them on a similar footing with other insurance companies doing business in Michigan, which provides that a deposit shall be made with the State, and the companies should be held out of Michigan such swindling concerns have yearly come into the State, and gathered up a good-sized roll of wheelmen, "using due diligence and care" in keeping within bounds of the law, and then quietly making an assignment. This matter should also be placed in the hands of the Legislative Committee, and a concerted effort be made to remedy it. Also the penalties which are now attached to the stealing of wheels should be made more severe. There is a special law now on which places a fine on any one caught stealing a horse, and the same penalty should apply to a bicycle thief. Thirty or ninety days imprisonment prescribed, has but little deterrent effect.

Good Roads.

On the Good Roads question I have no recommendations to make, but would prefer that this Board talk to the State, and see if the plan could be adopted whereby we can secure greater results than at any time in the past. Our rural brother has not had sufficient education on this question, and you will find him very stupid, stumbling block, mixed in by the front of his own door, which prevents him from becoming liberal-minded and public-spirited, little realizing that he is the one who secures the greatest benefits from roads which are passable all the year round.

Local Organizations.

Another scheme which I think will be productive of much good, in the larger cities especially, is to form all the League wheelmen into a local or rather a division club, which will bring the unattached riders together, and make a more thorough and stronger organization. The local council of the city could preside, and permanent officers could be elected and meetings held, to which all wheelmen could be invited and general topics discussed, and the discussion of the day, and the cycling promoted. I expect to try something of this sort in Detroit at the opening of the riding season, and look for good results from it.

Take Care of Authorities.

We should endeavor to maintain our present pleasant relations with our neighbors over the border, and should impress on all wheelmen the commissions which the Canadian Government is making, and encourage them to urge upon them a gentlemanly and civil compliance with all the small formalities asked.

The State Meet.

In alloting the State Meet this year I think that members of the Michigan Division should receive more concessions than they have for a number of years past. The annual meeting is getting to be of more importance every year, and I would recommend that we try to attract to any town unless the League ticket will obtain discounts and concessions not accorded non-members. I think we should also consider the matter of the place which would suit the greatest number of who then, say for instance, July 1st and 2nd. In this connection I would like to suggest that we should be organized to make a special entry fee to the racing men who are League members. I also think our delegates to the National Assembly should be instructed to vote to admit professionals to the League.

Press Bureau.

The establishment of a competent Press Committee has long been one of my hobbies, and I think if we are ever to get the good news of the press, we must be with us. Such a committee could prepare material pertaining to League work, originate or clip material of interest and put them in shape for publication, and send them regularly to papers which will agree to

publish all or parts of same. In this way we can keep constantly before the people in a creditable manner. I hope we will be able to secure the proper working force for such a committee.

General Recruiting.

Our success in carrying out all of the above suggestions lies largely with our ability to secure and maintain a large membership, and while I have spoken of the securing of new members, I have not mentioned a number of other suggestions which I wish to make.

I believe that every bicycle dealer or manufacturer in the State would be urged to join, and you should also call the attention of his customers to the League, and what he is doing. I believe that when the Executive Committee of the National organization shall have completed the design they wish to have, they will send out large quantities of them and post them up in the bicycle clubs and places where wheelmen congregate. I believe that circulars and other information sent to every League member in the State, keeping them in touch with the work on hand, and showing them that we are taking an interest in them, at least once a month, as there are many members who have little or no conception of what the League of American Wheelmen really is. I believe that we should vote at least \$5000 in the Executive Committee to push the work of recruiting. I believe that an effort should be made to have all dealers in bicycles give the League a line in their newspaper advertising.

Payment of Bills.

At the present time we have a number of bills which are unpaid. All these various matters should be settled up before any new bills are paid, with the exception of bills for postage, which I would urge upon the Executive Committee to secure some one to receive. The Secretary should be instructed to arrange with Abbot Hackett, a monthly settlement, as three months is too long a time when we have bills pending. At all hazards we should keep our credit good, paying out bills as fast as we are able. I also think the chief counsel should make some compensation for office help, as with the amount of work now being done it will be impossible for me to do it without assistance in compiling and mailing out same.

Three Thousand Members at the end of 1907.

We have received from Indiana in point of membership, and Rhode Island, Kentucky, and others are now within hailing distance. Let us put our shoulders to the wheel and display the same energy in building up the League Division as we have shown in settling various factional differences we have had. I hope for the last time. I trust you will all give the above matters careful consideration, looking only to our mutual good. Let 3,000 members be our watchword for 1907.

Respectfully submitted,

(Signed) EDWARD N. HIMES.

It was moved and carried that the report of the chief counsel be taken up and read by the Secretary.

Secretary-Treasurer Car then made the following report:

"GRAND RAPIDS, MICH., Nov. 24, 1906.

To the Officers and Members of Michigan Division.

L. A. W.:

When I was appointed secretary and treasurer to fill the unexpired term of Frank H. Escott, who resigned on July 1st last, no books or papers were turned over to me, nor was there any cash in the treasury of the Michigan Division. At the meeting of the State Board of Officers held in this city last in July, I was informed that the Michigan Division was in arrears, and I was instructed to commence an entire new set of books, which I did. I made an effort to discover the indebtedness of the division, and all bills that have come to my hands since the 1st of last November, and all bills that have been audited and paid. I have appended below a financial exhibit of the affairs of the division, as far as I am able to ascertain, and I have also given an opportunity of thanking the officers and members for their assistance in making a report possible and also for the kindness shown me in electing me secretary and treasurer for the coming year.

Yours very respectfully,

(Signed) LEO A. CARO.

CASH RECEIPTS.		
Cash received from	Aug. 27, '06	\$516
" " " "	Sept. 16, '06	337 75
" " " "	Oct. 1, '06	79 00
Total		\$933 75

CASH EXPENDITURE.		
Aug. 1. St. Johns News, printing.		\$10 00
" 1. J. J. Mallory, express account.		10 00
" 1. R. E. Allen, " "		13 40
" 1. C. T. Allen, " "		13 40
" 1. C. T. Baker, " "		54 40
" 1. E. S. Anderson, " "		6 00
" 1. E. S. Anderson, " "		4 00
" 1. R. J. Steel, " "		171 40
" 25. A. T. Allen, " "		3 40
" 25. A. T. Allen, " "		3 40
" 25. A. T. Allen, " "		11 00
" 25. Union Republican, printing.		20 00
" 25. W. H. McLean, express account.		7 50
" 25. W. H. McLean, " "		7 50
" 25. E. N. Himes, " "		116 50
" 25. W. B. Jarvis, " "		2 75
" 25. H. E. Kellerman, " "		25 00

" 25. R. W. Selleck, "	55 43
" 26. Racing Board, rules, "	6 00
Sept. 15. S. W. Knight, express account, "	7 50
" 15. C. W. Wilcox, "	1 00
Oct. 28. Road books, etc., "	209 00
" 28. Leo A. Caro, " E. W. Stacler, 44 63	
Nov. 30. Secretary-treasurer, salary, July 1, to Dec 1, "	31 25
" E. W. Stacler, "	4 30

Total,

ASSETS,

Cash in litigation from Ex-Sec-Treas. Noah, "	\$700 00
" due from Ex-Sec-Treas. Escott, "	118 07
" " A. Raslett, "	136 00

LIABILITIES,

Seymour & Muir Printing Co., road books, "	\$305 00
" K. K. Klemm, Spring Meeting, '96, "	6 53
" C. W. Doyd, Norm. Com., '96, "	9 20
" H. E. Fontain, Ket. Board, '96, "	6 50
" R. J. Steel, express account, "	34 48
" J. W. Smith, Ket. Board, '96, and printing, "	10 05
" Wm. Sheppard, express account, "	15 76
" W. B. Folger, Norm. Com., '96, "	3 02
" Walker Printing Co., stationery, "	4 00
" Seymour & Muir, stationery, "	1 50
" C. W. Lloyd, Norm. Com., '96, "	17 05
" J. H. Hine, book, " "	7 50
" R. J. Steel, express account, "	6 20
" S. W. Knight, Meet., '96, "	9 20
" Lin. Delvin, Meet., '96, "	9 20

\$445 51

The secretary-treasurer's report was referred to an Auditing Committee, composed of Fred Wells, Chas. W. Lloyd and Albert T. Allen.

On motion, a *recess* was taken until 2 p. m. Meeting called to order at 2 p. m., Chas. W. Lloyd in the chair.

Auditing Committee made the following report:

DECEMBER 9, 1896

The undersigned, Auditing Committee of the Michigan Division, L. A. W., having audited the books and accounts of the secretary-treasurer to Nov. 30, 1896, find the same correct, and showing a credit balance of twenty-nine cents, and recommended that the books be closed to this date. Respectfully submitted,

Fred Wells,

Chas. Lloyd,

Albert T. Allen.

On motion, the report of the Auditing Committee was received, adopted and placed on file. No further committees reported.

In motion, F. C. Stiles was unanimously elected the new member of the Executive and Finance Committee for the ensuing year.

On motion, the secretary cast the ballot of the Board for C. W. Lloyd, M. Detroit, and J. G. Mallory, of Flint, for delegates to the National Assembly of '97.

The chief counsel's report was then taken up.

Section 1, which is as follows, was adopted by unanimous consent:

Local Councils.

I have appointed or have under advisement, a local council for each town where we are now represented, and have in most cases selected new men,—men who are willing and able to devote some time to the League. I expect to let them hear from the head office at least once a month, in order to keep them informed as to what is being done. I think they should be furnished with application blanks, just up in book form, together with blank receipts; also with a special card which attaches some authority to the file, and gives them as much good in the long run. I also think it would be well to get up a pamphlet showing the duties of local councils, and furnish them with other information which will enable them to do more effective work. In towns where we have no membership, we should get out a special circular calling attention to the advantages of the League and the good work it is doing, and have some turned over to some prominent wheelman, asking him to join and take the local councilship.

On motion, the question of offering a reward for stolen wheels was left to the Executive and Finance Committee with power to act.

Section 4, which has reference to the immediate is the issue of a new road book, was referred to the following committee appointed: E. N. Hines, of Detroit; J. W. Nicholson, of Jackson; A. B. Richmond, of Kalamazoo; G. H. Schlar, of Ypsilanti; and C. L. Ellis, Battle Creek.

Section 6, which was referred to the Executive Committee, is as follows:

Prizes for Recruiting

As a special office, I would recommend that this Board authorize the payment of some L. A. W. hot tons and cap pins, to be offered as a prize for securing new members. To each member who secures two new applicants, together with the fee of \$1.00, and a bonus. For three new applicants, together with the fee of \$1.00, give a L. A. W. cap pin. These buttons and pins can be procured at an expense of \$1.00 per 100, and I think they will make more satisfactory prizes than some more valuable article for which only a few members would compete.

Section No. 4, which is as follows, was referred to the chief counsel and secretary-treasurer.

Renewals.

If the League had all the people on its rolls now who have dropped out from one cause or another, the rolls of the League would be a good deal larger. Most of these memberships have lapsed from inattention at renewal time, and I think that a special stock circular should be gotten out to the regular renewal clubs, and placed in the same sent to members as the form for renewing draws new. Local councils should also be instructed to personally see all members and obtain their renewals.

Section No. 5 was then read as follows, and the following resolution was introduced:

Sec. 5. *Bicycle Baggage Laws*.—I believe that this is the most important thing we can do to help the League, and in fact wheelmen in general, and we will not doubt meet with very determined opposition. I have secured a circular of the Armstrong & Co. in connection with operation in New York, and which is very satisfactory to wheelmen. It will be necessary to have this matter looked up by a good lawyer to see if it is constitutional, as in this, at least the law was passed. It was discovered that Ohio railroads were not compelled to carry baggage of any description, and the law was declared unconstitutional. All members of this Board, all local councils, and in fact all League members should write or call personally on the representatives from their districts at Lansing, urging them to vote for such a law. I think we should get petitions and place them in clubs, bicycle stores, and other places where wheelmen congregate, and forward them to Lansing at the proper time. I would recommend that \$25.00 be appropriated for looking up and preparing this bill, and other expenses which it will entail.

Resolution.

Resolved, that a committee of three, to be known as the legislative committee, be appointed by this Board to consist of the chief counsel, vice-counsel and secretary-treasurer, who shall endeavor to secure the passage of bicycle baggage law through the present legislature, and such other measures as may be of importance to wheelmen and whose expenses shall be paid by the Michigan Division, L. A. W. The resolution was unanimously adopted.

Section No. 6 was referred to the committee on rules and regulations and the committee instructed to furnish a printed copy of each member of the Board to be read at the February meeting, and read as follows:

Sec. 6. I would recommend that the committee on rules and regulations be instructed to revise our present by-laws, and have same printed and distributed to the members. However, this work should not be done until the assembly meeting in February, in order to incorporate and amend the same to be made at that time.

Mr. Norton's claim is as follows:

Mr. Escott claims to have a contract account against the League, but the same has never been submitted to the finance committee. would recommend that this Board insist on his furnishing an itemized account of what he considers his due, and after the same is audited, and his notes, endorsed by responsible people for the balance, or else harsher methods should be resorted to.

This was referred to the Executive and Finance Committee. At this time a motion was introduced and seconded that bond of the secretary-treasurer be placed at \$1000 and that the division furnish said bond from some fidelity company at the expense of the division. Carried.

Section No. 8, which is as follows: "An L. A. W. Attorney—I think we will have considerable use for an attorney's advice this year, in the matter of preparing bills and other information, and I would recommend that we secure the services of an Attorney for the year, and think a committee should be appointed to look the matter up. As an inducement to prospective members, we could have such an attorney for the year, and the rights of the League, and all times who are run down by careless or reckless riders or for other violations of the laws of the road in which wheelmen are interested."

This was divided into two parts and the second section was referred to the committee on rules and regulations.

Section No. 9, which is as follows: "The Race Committee of the division should be urged to correspond with the various larger cities throughout the State with a view of seeing if a State circuit can be established. This would give the promoters greater chances for securing good fields for riders and for advertising their Meets, and would also be good for the interest of the public, more especially the amateur who pays his own expenses, and would, in a measure, keep the L. A. W. before the public. It would also have the benefit of keeping riders in the hands of the control of the racing interests of the State, and would insure to the rider a proper prize valuation."

This was referred to the Racing Board of the State division.

Section No. 10, which is as follows, was referred to the legislative committee:

There are numerous other matters of legislative interest to wheelmen which I think we should make some effort to correct, and prominent among them is the matter of these bicycle protective companies (so called) which protect bicyclists against the owners of the insurance companies doing business in Michigan, which

provides that a deposit shall be made with the State authorities, which will effectually shut out of Michigan such swindling concerns as have yearly come into the State and gotten up a good-sized roll of wheelmen's money, using due diligence and care in keeping within the bounds of the law, and then quietly making an assignment. There is a special law in existence now which places an extreme penalty on any one caught stealing a horse, and the same penalty should apply to a bicycle thief, thirty or ninety days, the usual punishment prescribed, has but little deterrent effect.

Section No. 11 was referred to the Highway Committee.

Section No. 12, with relation to the State Meet, was laid over until the February meeting.

At this time a resolution was introduced that the delegates from this division to the National Assembly at Albany be instructed to vote for and secure the passage of a constitutional amendment to the new constitution, provided that all professional riders may become eligible to membership in the League. Adopted unanimously.

Section 13, which refers to a press bureau, was adopted, as on motion of chief clerk appointed a committee of five, consisting of F. E. Kemp, F. E. Tucker, C. N. Lloyd, W. P. Bowen, with one member yet to appoint to act as press bureau.

Section No. 14, which has reference to the general recruiting, was referred to the Executive Committee with power to act.

The matter of the Bresler account was also referred to the Executive Committee. A resolution was introduced endorsing Albert T. Allen to succeed himself as official head of the press bureau.

No further business appearing, the Board adjourned. LEO A. CARO, Sec-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are requested to send in their objections, but such report must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be referred to the Executive Committee.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Hotston, Dec. 25, 1896.
Total, 231-73,053.

Over 137,000, ALABAMA, 5-57.

Unattached, 837 Deckerworth, S. V., 2204 2d ave., Birmingham, Mobile

5 Cole, E. L., " "

90 Kellum, W. J., " "

840 Tompkins, F. W., 65 St. Francis st., " "

1 Toussaint, L. D., " "

Over 137,000, ARIZONA, 2-101.

Unattached, 842 Jones, J. J., Cass Grange

2 Marks, T. J., " "

Over 137,000, CONNECTICUT, 10-1

1,802, H. N. E. W. C., " "

844 Davis, Herbert S., 52 Main, Norwich

5 Ferguson, Robertson, 105 High st., " "

6 Miller, Herbert H., 25 Oak st., Torrington

7 Baldwin, Fred L., Main and Pearl, Torrington

8 Bellamy, Clifford H., box 454, " "

9 Bassell, J. S., M. D., box 1001, " "

850 Talbot, John, Pearl st., " "

1 Pelt, B. J., box 952, " "

2 Hise, Wm., Short Main and Grand, " "

3 Knapp, E. F., 1000 Main ave., " "

4 Lyon, John H., Prospect, " "

5 Moore, W. L., box 1001, " "

6 Platt, A. L., M. D., box 903, " "

7 Hutchinson, Howell J., 62 East Main st., " "

8 Woodhams, J. G., " "

9 Porter, " "

9 Poole, John L., or Pope Mfg. Co., Hartford

Over 137,000, DELAWARE, 3-52.

Unattached, 860 Carpenter, Frank B., 822 Harrison st., Washington

1 Gibson, James B., 1614 Hancock, " "

2 Kelly, Francis E., 1107 Adams st., " "

QUERIES AND ANSWERS

C. F. C. :— Your statement that "the horsemen are nagging us" is hardly correct. In this neck of the woods they are all pulling together for the mutual purpose of securing better roads.

No. 98,545 : "All heil" is a very common salutation among the Germans. It means about the same as our "How are you?" "How d'y' do?" "Ah, there!" "Good luck to you?" "God bless you!" etc., combined. The fact that you lived in Germany several years without hearing it is not remarkable. We know a man in Chicago who has never heard "After the Ball." He's stone deaf. The German "All Heil" means the same as "All Hail" in English. Hail in English; Hoel, Anglo-Saxon; Heel, Danish; Hel, Swedish, and Heil in German means health; then comes to mean in German prosperity and happiness. Kochler's German Dictionary states that fact. "Heil Konig" means "Long live the King." The word "All" adds intensity to the expression, and the words "All Heil" means a salutation,— a wish of health, etc. If you lived five years in Germany it must have been a long time ago, and you did not bicycle through it. It would be impossible for you to wheel through Germany now, without being greeted in most villages by children and the people with the salutation "All Heil." Webster's Dictionary explains the words.

Buy a wool-lined L. A. W. Chest Protector for your horse.



LOADING.

I SAW a smith stand with
his hammer thus,
The whilst his iron did on
the anvil cool,
With open mouth swallow
a tailor's news.

— KING JOHN, IV: 2.

PUT your trust in Providence,
but keep a lock
on your hen-house door.

IT MUST have been a
green apple that caused
Adam so much trouble.

DO YOU BELIEVE

That the L. A. W. BULLETIN has ever "discriminated" against any division in any way whatever? If you do, or if you do not, please read the facts on page 805.

THE Christmas season. — Sage.

"BEFORE TAKING AND AFTER."

The two pictures published herewith are from photographs taken by E. W. Smith, of Boston, who is also the author of the poetic lines accompanying the same.

The first picture, taken Oct. 12, 1895, shows a highway at South Deerfield Village, Mass., as it appeared about the time the State began the work of building a mile and a quarter of State road.



There was a man in our town
And he was wondrous wise,
He used this road for fifty years
While the sand filled both his eyes.

The second picture, taken Oct. 12, 1896, shows a portion of the same road — "Sugarloaf street" — which was in the same condition as that shown in the first picture, previous to the time of its improvement by the State.



But when he found his eyes were out,
With all his might and main
He worked and built a road like this.
Now his eyes are clear again.

The "recovery" of this road has been so thorough and complete that the people in its vicinity hope it will become catching and spread all over the country.

FROST, if it is only deep enough, is a Good Road maker.

Columbia Bicycles...

Standard of the World.

\$100 to all alike.

It is to your interest to deal with a house whose reputation is second to none. You want nothing but the best, — this is what we give you.

Hartford Bicycles...

Strong—Handsome—Reliable.

\$75, \$60, \$50, \$45.

POPE MANUFACTURING CO.

HARTFORD, CONN.

Greatest bicycle factory in the world. Branch house or dealer in almost every city or town. If Columbias are not properly represented in your vicinity, let us know.

Handsome silhouette of Columbia factories, size 24 x 36, ready for framing — heavy plate paper — mailed in tube on receipt of four 3-cent stamps, to cover postage.

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Elliott Non-Corrosive Soldering Fluid

In tin cans, per gallon	\$3.75
Half gallon	2.00
1 quart	1.10
1 pint60

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NEWTON, MASS.



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*"Only when
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a WASHBURN."*

THE Washburn Mandolin alone possesses the pure, sweet, Cremona tone. Artists use none other. Washburns are sold at uniform prices by all leading music dealers. Prices from \$15.00 upward. A beautifully illustrated catalogue describing Washburn Mandolins, Guitars, Banjos and Zithers (containing endorsements and portraits of over 100 artists) may be had free by addressing the makers.

#2 Also catalogues of pianos and all other kinds of musical instruments free upon request.

LYON & HEALY, Chicago.



